Traffic Impact Study

for:

East South Street Residential Project

In the City of Anaheim

Prepared for:

The City of Anaheim

October, 2017

Kimley»Horn

TRAFFIC IMPACT STUDY
FOR THE
EAST SOUTH STREET RESIDENTIAL PROJECT

IN THE
CITY OF ANAHEIM

Prepared for:

The City of Anaheim

Prepared by:

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October, 2017

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IN THE CITY OF ANAHEIM

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FOR THE EAST SOUTH STREET RESIDENTIAL PROJECT
IN THE CITY OF ANAHEIM

INTRODUCTION

This traffic impact study has been prepared to evaluate the project-related traffic impacts associated with the proposed redevelopment of an industrial and warehouse site located at 901 East South Street in the City of Anaheim with a proposed residential project, known as the East South Street Residential Project.

PROJECT DESCRIPTION

Existing Site

The project site is located at 901 East South Street, and is bounded by East Santa Ana Street to the north, industrial buildings to the east, the Metrolink Rail tracks and residential development to the west, and East South Street to the south. The project site is shown in its regional setting on Figure 1.

The site is currently comprised of five industrial and warehouse buildings occupied by a business known as The Freeman Corporation. The Freeman business has two driveways on East South Street, providing access to the employee parking lot; and a driveway on East Santa Ana Street, providing access to the warehouse buildings for both trucks and workers' vehicles.

Proposed Project

The proposed project would demolish the existing buildings and construct the East South Street Residential Project, consisting of 72 single-family homes, 160 townhomes, and 314 apartments, for a total of 546 dwelling units. The northern portion of the site contains 145 dwelling units (72 single-family homes and 73 townhomes), and the southern portion contains 401 dwelling units (87 townhomes and 314 apartments). The project site plan is shown on Figure 2. Access to the site would be provided via three driveways – one on East Santa Ana Street, and two on East South Street. A detailed discussion of the proposed site access and circulation is provided on page 26 of this report.

The project site is a designated Residential Opportunity site in the City's Housing Element of the General Plan, with a land use designation of Low Medium and Medium residential.

ANALYSIS SCENARIOS AND METHODOLOGY

This traffic impact study has been prepared in accordance with the City of Anaheim *Criteria for Preparation of Traffic Impact Studies* and complies with the Orange County Congestion Management Plan (CMP). There are no designated CMP facilities in the project study area; therefore, a separate CMP analysis is not required.

Analysis Scenarios

This traffic analysis will provide an evaluation of morning and evening peak hour operations for the following scenarios:

- Existing Conditions
- Existing Plus Project Conditions
- 2019 Near-Term (Cumulative Conditions) without Project
- 2019 Near-Term (Cumulative Conditions) with Project

The following study locations are included in the analysis:

Signalized Intersections:

1. Anaheim Boulevard at E. Santa Ana Street
2. East Street at E. Santa Ana Street
3. Anaheim Boulevard at E. South Street
4. East Street at E. South Street
5. State College Boulevard at E. South Street
6. East Street at Ball Road
7. State College Boulevard at Ball Road

Unsignalized Intersections (Project Driveways):

D1. Project Driveway on E. Santa Ana Street
D2. West Project Driveway on E. South Street
D3. East Project Driveway on E. South Street

Roadway Segments:

1. E. Santa Ana Street – Anaheim Boulevard to East Street
2. E. Santa Ana Street – East Street to State College Boulevard
3. E. South Street – Anaheim Boulevard to East Street
4. E. South Street – East Street to State College Boulevard
5. E. Ball Road – East Street to State College Boulevard
6. East Street – E. Santa Ana Street to E. South Street
7. East Street – E. South Street to E. Vermont Avenue
8. State College Boulevard – E. Vermont Avenue to E. Ball Road

Study intersection and roadway segment locations are shown on Figure 3.

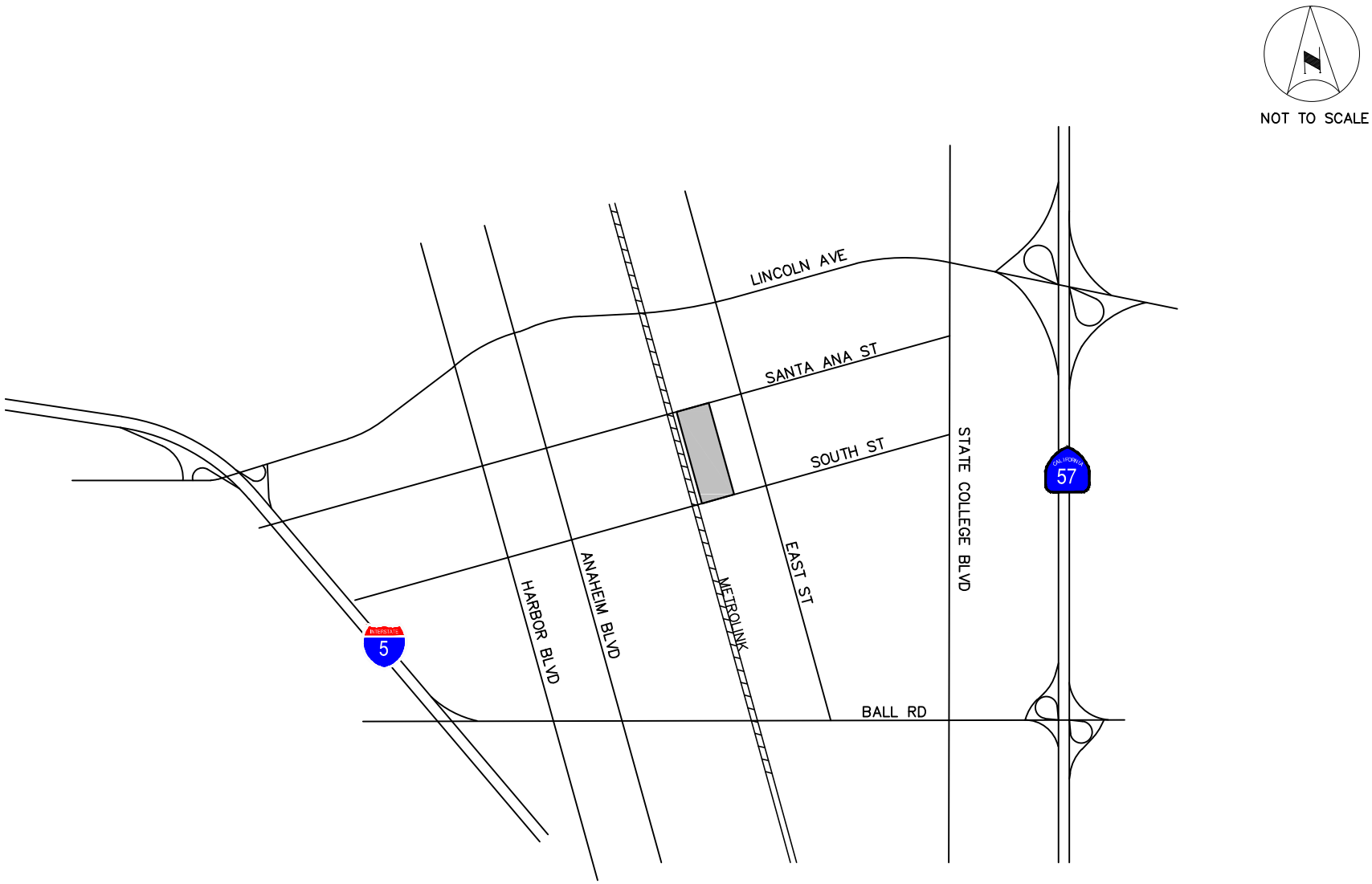

FIGURE 1
VICINITY MAP

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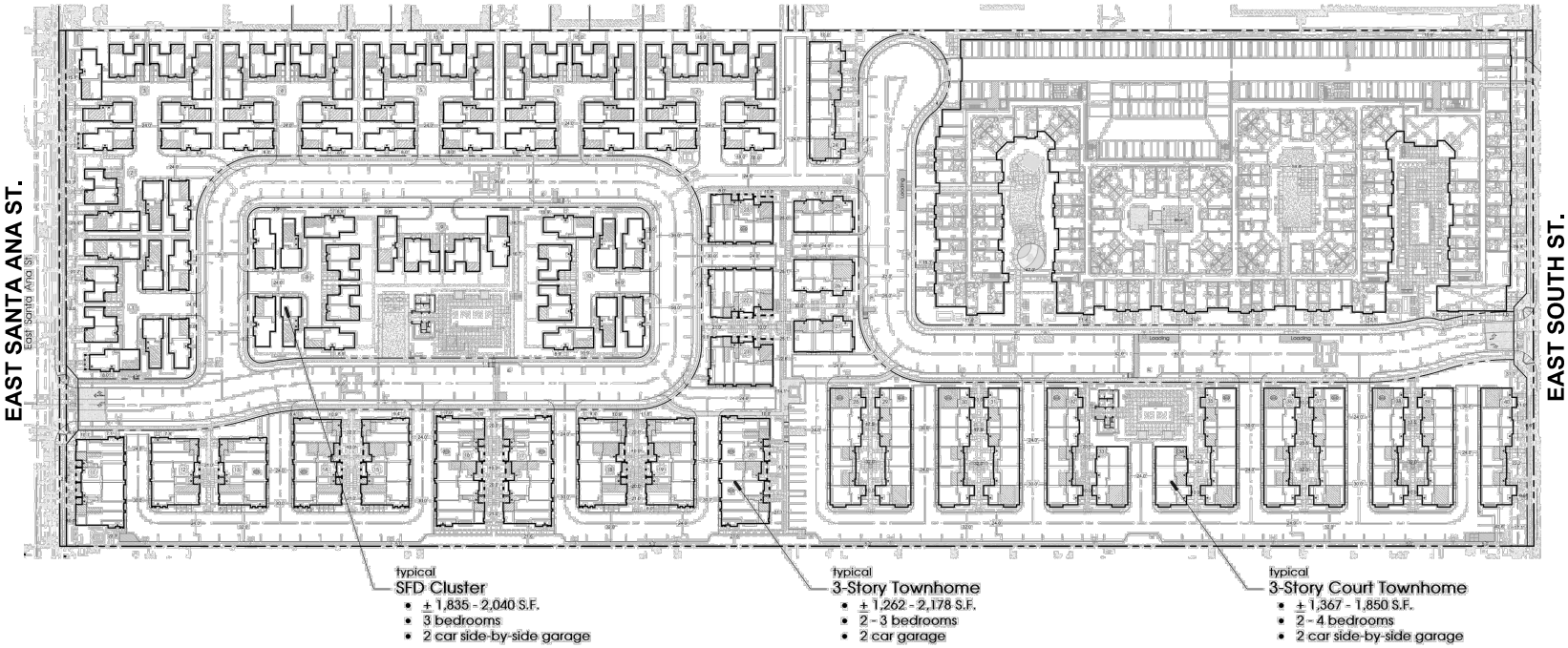

FIGURE 2
PROJECT SITE PLAN
SOURCE: THE SHOPOFF GROUP (AUGUST, 2017)

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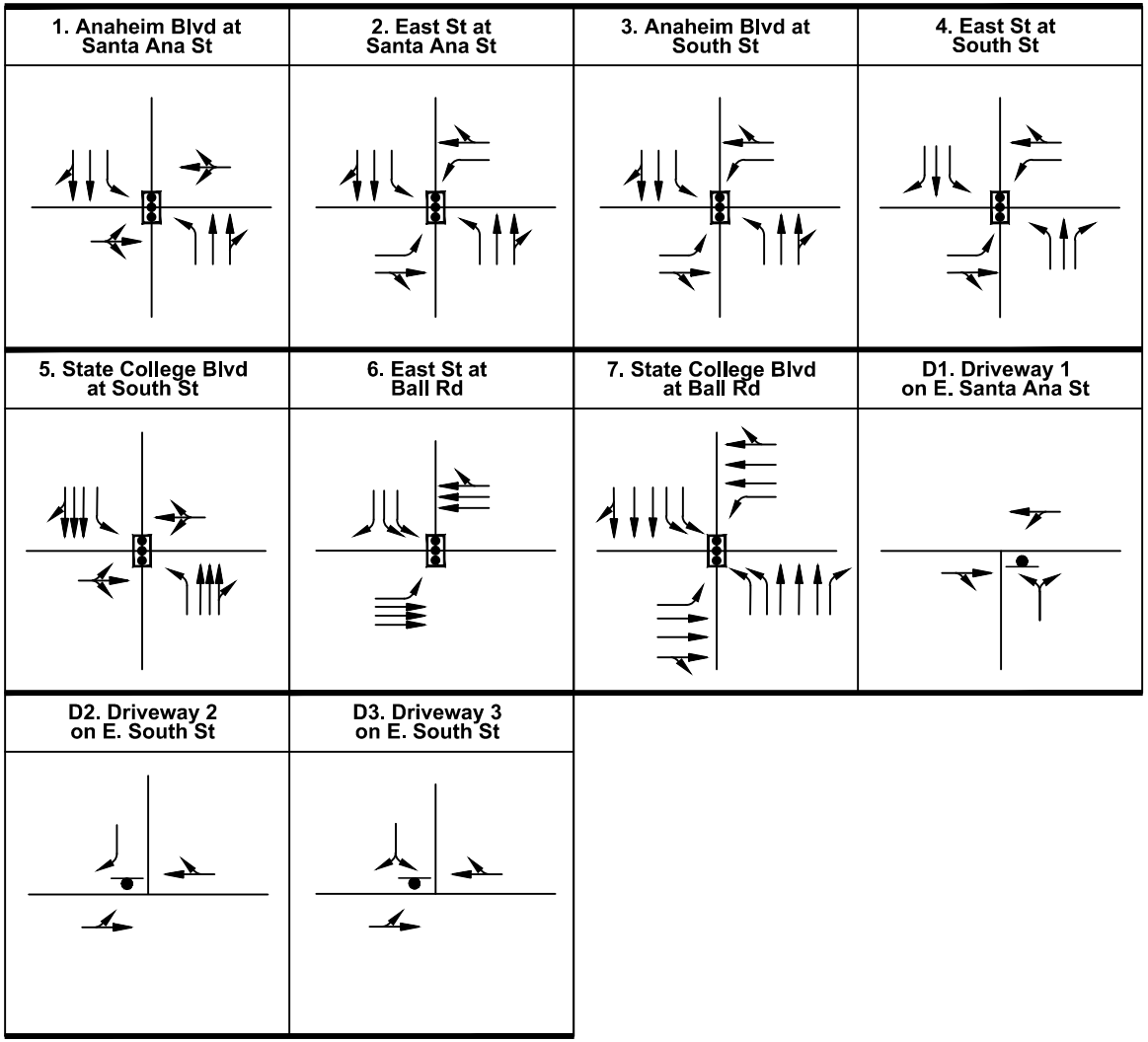

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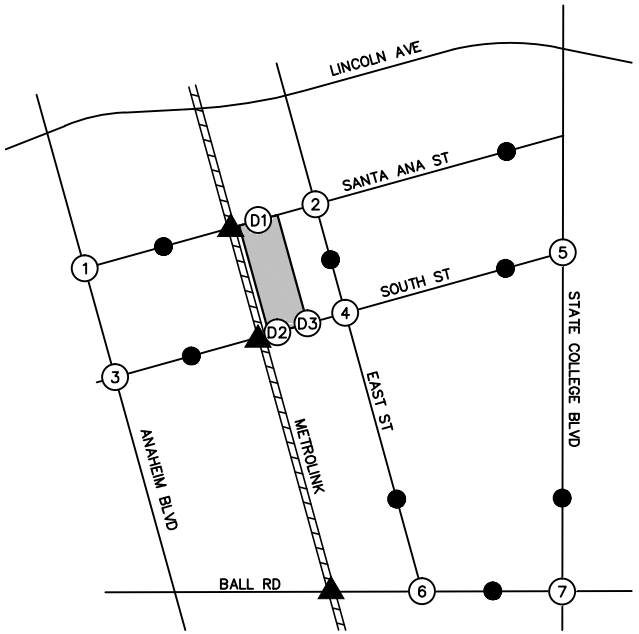

LEGEND:

- = Signal
- = Stop Sign
- = Study Intersection
- = Project Site
- = Metrolink At-Grade Crossing
- = Roadway Segment

FIGURE 3
EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL

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Analysis Methodology

The traffic analysis will focus on the project's off-site traffic-related impacts at the study intersections and on the study roadway segments. In accordance with the City of Anaheim and the County of Orange Congestion Management Plan (CMP), intersection operation is evaluated using the Intersection Capacity Utilization (ICU) methodology, which provides a comparison of the theoretical hourly vehicular capacity of an intersection to the number of vehicles passing through that intersection during the peak hour. The results of the evaluation are reported in terms of a volume-to-capacity (v/c) ratio, which corresponds to a Level of Service (LOS). Level of Service is represented by letter grades A through F, with LOS A representing free-flow conditions, and LOS F representing congested, over-capacity conditions.

The unsignalized project driveways will be analyzed using the Highway Capacity Manual (HCM) delay methodology. The procedure for analysis of stop-controlled intersections determines the average total delay, expressed in seconds of delay per vehicle, for all movements from the stop-controlled minor street, and the left turns from the major street. Delay values are calculated based on the relationship between traffic on the major street and the availability of acceptable "gaps" in this stream through which conflicting traffic movements can be made. Level of Service conditions for each intersection are defined based on the weighted average of the delay estimates for each individual movement on the worst case (highest delay) intersection approach.

The following chart identifies each Level of Service category, and the corresponding intersection capacity utilization values and delay values for each:

Level of Service Ranges		
Level of Service (LOS)	ICU (Signalized Intersections)	Delay (sec / veh) (Unsignalized Intersections)
A	≤ 0.600	0 – 10
B	0.601 – 0.700	> 10 – 15
C	0.701 – 0.800	> 15 – 25
D	0.801 – 0.900	> 25 – 35
E	0.901 – 1.000	> 35 – 50
F	> 1.000	> 50
LOS = Level of Service ICU = Intersection Capacity Utilization sec / veh = seconds per vehicle		

Daily Roadway Analysis

Roadway segment Level of Service is estimated by comparing 24-hour traffic volumes on the roadway segment to the daily roadway capacity, based on its functional classification. This comparison results in a volume-to-capacity (v/c) ratio, which represents the percentage of the daily vehicular capacity that is required to accommodate the daily traffic volume. The following chart presents the daily roadway capacity for each roadway classification.

ICU Level of Service Ranges	
Roadway Classification	LOS **E** Daily Capacity (vehicles per day)
Eight lanes divided	75,000
Six lanes divided	56,300
Four lanes divided	37,500
Four lanes undivided	25,000
Two lanes divided	22,000
Two lanes undivided	12,500
Source: County of Orange: Guidance for Administration of the Orange County Master Plan of Arterial Highways	

Performance Criteria

The City of Anaheim Level of Service standard for intersection operation is Level of Service D or better. The City of Anaheim Level of Service standard for arterial roadways is LOS C or better.

Significance Thresholds

Based on the City of Anaheim standards, a project impact would be considered significant in accordance with the following:

Level of Service	Final V/C Ratio	Project-Related Increase in V/C
C	> 0.700 – 0.800	Equal to or greater than 0.050
D	> 0.800 – 0.900	Equal to or greater than 0.030
E or F	> 0.900	Equal to or greater than 0.010
For purposes of this calculation, the "Final V/C Ratio" shall mean the future V/C ratio at an intersection considering impacts with Project, Ambient Growth and Related Projects, but without any proposed mitigation.		

EXISTING TRANSPORTATION SYSTEM

Existing Roadway System

Regional access to the site is provided by the I-5 Freeway, located approximately 1.6 miles to the west of the project site; and the SR-57 Freeway, located approximately 2.0 miles to the east of the site. The study intersection of State College Boulevard at Ball Road is designated as a "Critical Intersection" in the City of Anaheim's General Plan. Critical Intersections would require enhanced lane geometry at buildout, with up to two left-turn lanes, three through lanes, and one right-turn lane in each direction. Local access to the project vicinity is provided by local arterial and commuter roadways.

East Santa Ana Street is an east-west two-lane undivided roadway extending from just west of the I-5 Freeway to State College Boulevard. Santa Ana Street forms the north boundary of the project site. Santa Ana Street is classified as a Collector Street west of Olive Street and east of East Street on the City of Anaheim General Plan Circulation Element; there is no designation on the Circulation Element for the segment of Santa Ana Street between Olive Street and East Street. Along the project frontage, Santa Ana Street is a two-lane undivided roadway, with single-family residential units on the north side of the street. On-street parking is generally permitted on both sides of the roadway. The posted speed limit is 30 miles per hour (mph).

East South Street is an east-west two-lane undivided roadway that forms the south boundary of the project site. South Street is classified as a Collector Street on the City's General Plan Circulation Element. On-street parking is generally permitted on both sides of the roadway. The posted speed limit is 35 mph.

East Street is a north-south Secondary Arterial located less than 1,000 feet to the east of the project site. East Street is generally a four-lane roadway with a two-way left-turn turn lane in some areas, and a center stripe in others. Between South Street and Vermont Avenue, East Street provides one lane in each direction and a center turn lane on the northern portion of the segment, and one northbound lane and two southbound lanes and a center turn lane on the southern portion. On-street parking is prohibited on both sides and the posted speed limit is 35 mph.

Existing Transit Service

Regional public transportation services for the project area are provided by the Metrolink and Amtrak rail services. The Metrolink and Amtrak rail tracks are located just west of the project site, with at-grade crossings along several east-west roadways, including Santa Ana Street and South Street. Metrolink and/or Amtrak trains run approximately every 15 minutes during the morning and evening peak hours, and approximately once per hour during the off-peak. The Anaheim Regional Transportation Intermodal Center (ARTIC) is located approximately 3.5 miles to the southeast of the project site.

Public transportation service for the immediate project area is provided by the Orange County Transportation Authority (OCTA). The OCTA bus stops located nearest to the project site are:

- The southwest and southeast corners the intersection of Anaheim Boulevard at South Street (approximately ½ mile to the west of the project),
- The southwest corner of the intersection of State College Boulevard at South Street (approximately ¾ mile to the east of the project),
- The southeast and northwest corners of the intersection of Lincoln Avenue at East Street (approximately ¾ mile to the north of the project), and
- The northeast and southeast corners of the intersection of Ball Road at East Street (approximately 1 mile to the south).

The following OCTA bus routes serve the project vicinity:

Route 42 operates between the City of Seal Beach and the City of Orange, traveling along Lincoln Avenue in the project vicinity. Route 42 operates seven days a week, from approximately 4:10 AM to 11:45 PM on weekdays, and 5:40 AM to 9:15 PM on weekends and holidays; with 5 to 15-minute headways (the time interval between bus arrivals) throughout the day.

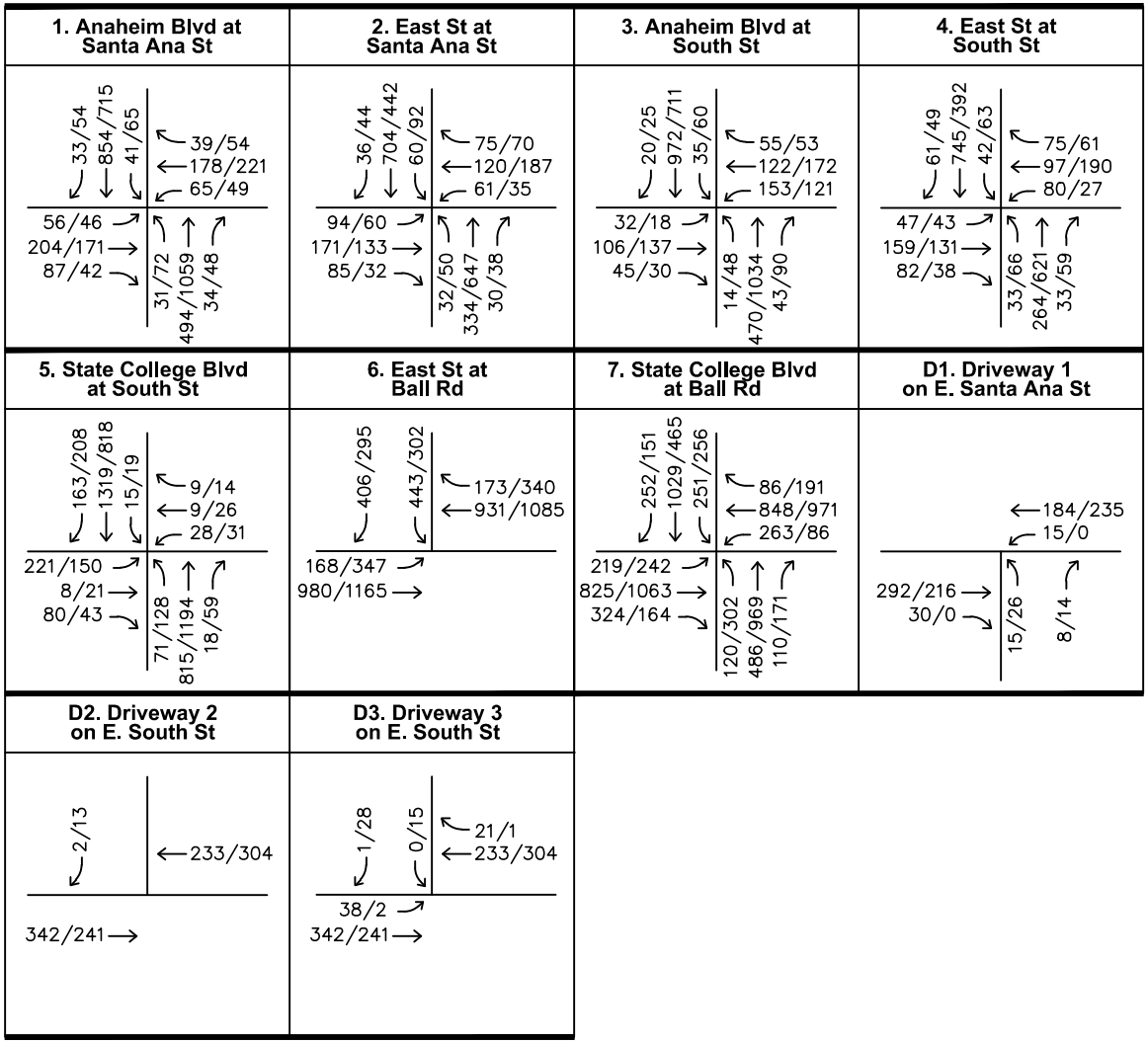
Route 46 operates between the City of Los Alamitos and the City of Orange, traveling in an east-west direction via Ball Road. Route 46 operates seven days a week, from approximately 4:30 AM to midnight on weekdays and from approximately 6:30 AM to 8:30 PM on weekends and Holidays; with 30-minute to one-hour headways throughout the day.

Route 47 operates between the City of Fullerton and the City of Newport Beach, traveling in a north-south direction along Anaheim Boulevard in the project vicinity. Route 47 operates seven days a week, from approximately 3:45 AM to 11:50 PM on weekdays, and 5:00 AM to 10:55 PM on weekends and holidays; with 10-minute to one-hour headways throughout the day.

Route 57/57X operates between the Cities of Brea and Newport Beach, traveling along State College Boulevard in the project vicinity. Service is provided Monday through Friday from approximately 4:00 AM to 2:10 AM, and on weekends and holidays, from 5:00 AM to midnight; with 10 to 20-minute headways. Express runs designated as 57X have limited stops between Orangethorpe Avenue and Sunflower Avenue on weekdays.

Existing Traffic Volumes

Existing daily and peak hour turning movement traffic count data was collected in February, 2017 at the study intersections and on the roadway segments. Peak hour turning movement traffic count data for the intersection of Anaheim Boulevard and Santa Ana Street was provided by the City. Existing lane configurations and traffic control are shown on Figure 3 (previously referenced). Existing traffic volumes at the study locations are shown on Figure 4. Copies of the traffic count data worksheets are provided in *Appendix A*.



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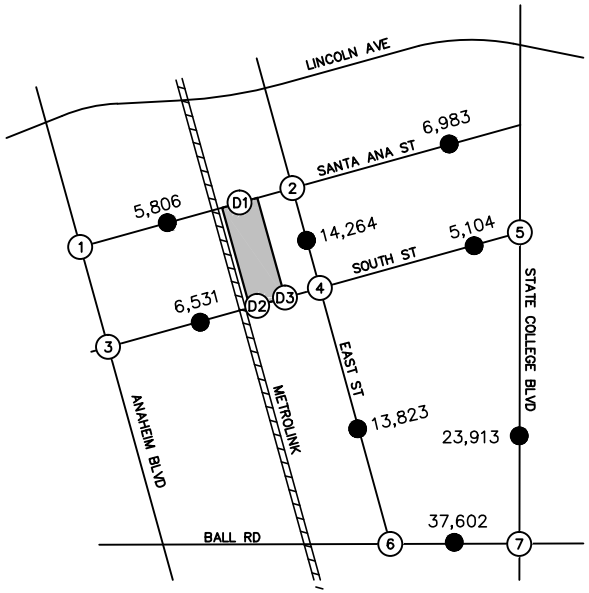

LEGEND:

- = Project Site
- (X) = Study Intersection
- XX/YY = AM / PM Peak Hour Turning Movement Volumes
- X,XXX = ADT Volumes

FIGURE 4
EXISTING TRAFFIC VOLUMES

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EXISTING OPERATING CONDITIONS

Peak Hour Intersection Operations

Intersection Level of Service analysis was conducted for the morning and evening peak hours using the analysis procedures and assumptions described previously in this report. The results of the intersection analysis for Existing Conditions are shown on Table 1. Review of this table indicates that all study intersections are currently operating at an acceptable Level of Service (LOS D or better) in both peak hours. Intersection analysis worksheets are provided in *Appendix B*.

Daily Roadway Operating Conditions

Roadway Level of Service analysis was conducted based on the roadway capacities presented previously in this report. For analysis purposes, for roadway segments that have a varying lane configuration along the segment, the lowest-capacity configuration and capacity for that segment are assumed. The results of the roadway analysis for Existing Conditions are shown on Table 2. Review of this table indicates that each of the study roadway segments are currently operating at Level of Service C or better.

TRIP GENERATION

Existing Site Trip Generation

The project site is currently comprised of five industrial and warehouse buildings occupied by a business known as The Freeman Corporation. The Freeman business has two driveways on East South Street, providing access to the employee parking lot, and a driveway on Santa Ana Street, providing access to the warehouse buildings for both trucks and workers' vehicles.

As part of the proposed project, the Freeman buildings will be removed, and therefore, the existing trips currently generated by the Freeman operation will be eliminated from the site. The existing trips generated by the current operation were determined through traffic counts taken at the existing site driveways on East Santa Ana Street and East South Street. The daily and peak hour trips currently generated by the Freeman operation are shown on Table 3. These trips will be deducted from the trip generation estimates for the proposed project, to determine the net new trips that will result from the project.

It should be noted that the existing traffic generated by the Freeman business includes 230 big rig truck trips per day, entering and exiting the site at the East Santa Ana Street driveway. This truck traffic will be eliminated as a result of the proposed residential project.

TABLE 1
SUMMARY OF INTERSECTION OPERATION
EXISTING CONDITIONS

Int. #	Intersection	AM Peak Hour		PM Peak Hour	
		ICU/Delay	LOS	ICU/Delay	LOS
1	Anaheim Boulevard at E. Santa Ana Street	0.616	B	0.659	B
2	East Street at E. Santa Ana Street	0.517	A	0.532	A
3	Anaheim Boulevard at E. South Street	0.573	A	0.634	B
4	East Street at E. South Street	0.741	C	0.648	B
5	State College Boulevard at E. South Street	0.660	B	0.497	A
6	East Street at Ball Road	0.627	B	0.736	C
7	State College Boulevard at Ball Road	0.723	C	0.725	C
D1	E. Santa Ana Street Driveway	11.5	B	11.0	B
D2	E. South Street West Driveway	9.4	A	9.9	A
D3	E. South Street East Driveway	9.5	A	11.1	B

Notes:
- Bold values indicate intersections operating at an unacceptable Level of Service
- Intersection operation is expressed in volume-to-capacity (v/c) ratio for signalized intersections, and average delay for unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

TABLE 2
SUMMARY OF ROADWAY SEGMENT OPERATION
EXISTING CONDITIONS

Roadway Segment	Lane Configuration	LOS E Capacity	Existing ADT	V / C	LOS
E. Santa Ana Street					
Anaheim Boulevard to East Street	2 lanes undivided	12,500	5,806	0.46	A
East Street to State College Boulevard	2 lanes undivided	12,500	6,983	0.56	A
E. South Street					
Anaheim Boulevard to East Street	2 lanes undivided	12,500	6,531	0.52	A
East Street to State College Boulevard	2 lanes undivided	12,500	5,104	0.41	A
E. Ball Road					
East Street to State College Boulevard	6 lanes divided	56,300	37,602	0.67	B
East Street					
E. Santa Ana Street to E. South Street	4 lanes undivided [1]	25,000	14,264	0.57	A
E. South Street to E. Vermont Avenue	2 lanes divided [1]	22,000	13,823	0.63	B
State College Boulevard					
E. Vermont Avenue to E. Ball Road	6 lanes divided	56,300	23,913	0.42	A

V / C = Volume-to-Capacity Ratio

LOS = Level of Service

[1] The configuration varies along this segment. The configuration and capacity shown reflect the lowest capacity configuration.

TABLE 3
SUMMARY OF PROJECT TRIP GENERATION
EAST SOUTH STREET RESIDENTIAL PROJECT

Land Use	ITE Code	Unit	Trip Generation Rates [1]						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Industrial Warehouse (Existing Freeman Corporation)	NA	NA	Based on Existing Driveway Counts						
Single-Family Detached Housing	210	DU	9.520	0.188	0.563	0.750	0.630	0.370	1.000
Apartment	220	DU	6.650	0.102	0.408	0.510	0.403	0.217	0.620
High-Rise Residential Condominium/Townhouse	232	DU	4.180	0.065	0.275	0.340	0.236	0.144	0.380

Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Existing Land Use to be Removed									
Industrial Warehouse (Existing Freeman Corporation)			-1,097	-104	-26	-130	-3	-96	-99
Proposed Land Use									
Single-Family Detached Housing	72	DU	685	14	41	55	45	27	72
Apartment	314	DU	2,088	32	128	160	127	68	195
High-Rise Residential Condominium/Townhouse	160	DU	669	10	44	54	38	23	61
Total Residential Project Trips			3,442	56	213	269	210	118	328
Total Net New Trips			2,345	-48	187	139	207	22	229

[1] Source: Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition

Existing Freeman Site Truck Trips (4-axle)			230	7	10	17	0	1	1
Note: This is a subset of the Existing Freeman Corporation trips - These truck trips enter and exit the site via the driveway on E. Santa Ana Street.									

Proposed Project Trip Generation

Daily and peak hour trips for the proposed project were estimated based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition) rates for the proposed residential unit types:

- Single-Family (Land Use 210);
- Apartments (Land Use 220); and
- High-Rise Residential Condominium/Townhouse (Land Use 232).

The ITE trip generation rates and the resulting project trip generation estimates for the residential project are also shown on Table 3 (previously referenced). As discussed above, a trip credit is applied, to account for the site trips generated by the existing site uses. When the existing site trips are taken into account, the project is estimated to generate approximately 2,345 net new daily trips, with 139 net new trips in the morning peak hour (48 fewer inbound and 187 additional outbound trips) and 229 net new trips in the evening peak hour (207 inbound and 22 outbound trips).

Review of the trip generation estimates for the existing industrial and warehouse development on the site, compared to the proposed residential project reveals that the proposed development will result in a shift of traffic patterns to and from the site. The traffic patterns for the existing operations are typical of employment uses, with a heavier traffic flow toward the site (inbound) in the morning peak hour, and heavier traffic flow away from the site (outbound) in the evening peak hour. The proposed residential project would consist of primarily residential uses, which would have the reverse traffic patterns – heavier traffic flow outbound in the morning peak hour, and heavier traffic flow inbound toward the site in the evening peak hour.

As a result, while the proposed project will result in an overall increase in trips on a daily basis, there will be a reduction in trips on some movements and an increase on others in the morning and evening peak hours. This is accounted for in the project trip distribution and assignment, as discussed in the next section.

Trip Distribution and Assignment

Trip distribution assumptions for the project were developed individually for the existing site uses, and for the proposed residential project. Trip distribution assumptions for the existing employment uses were based on observed traffic patterns to and from the project site, and on likely origins and destinations of the site operations. Since the development on the site will be removed, the existing development trips were distributed as negative trips.

Trip distribution assumptions for the proposed residential development were based on likely origins and destinations of residents and visitors, the location of the site driveways relative to the location and number of residential units throughout the site, and the transportation network available for those trips. Distribution assumptions were submitted to City staff for review and concurrence. Trip distribution assumptions are shown on Figure 5.

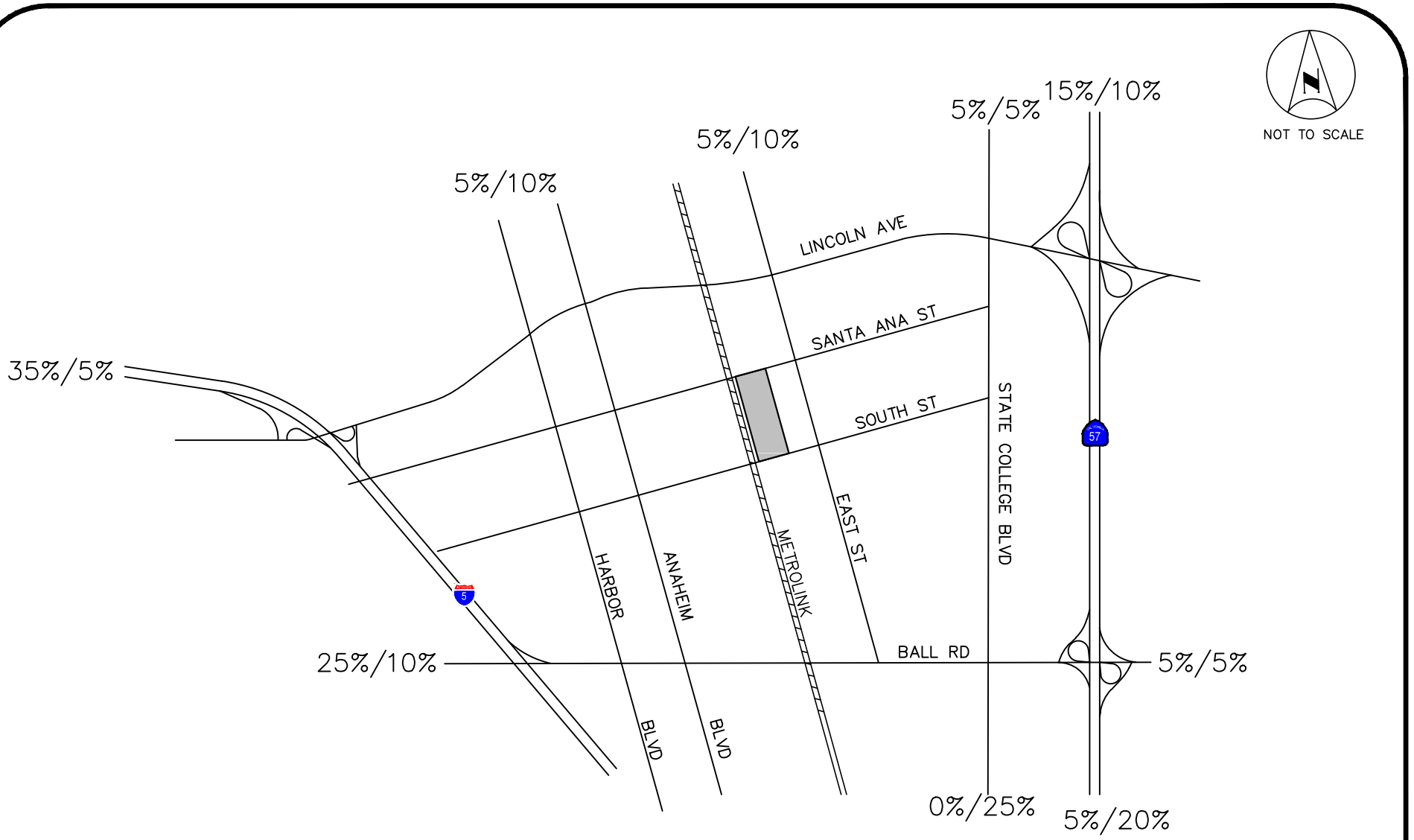

FIGURE 5
TRIP DISTRIBUTION:
EXISTING DEVELOPMENT / PROPOSED PROJECT

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Based on these two trip distribution patterns, the net new trips to be added (or subtracted, if appropriate, due to the shift in traffic patterns from employment to residential) to the street system by the proposed project were combined and calculated. The resulting project trips are shown on Figure 6. As described earlier, negative project volumes are the result of the shift in traffic patterns from employment-oriented uses, with heavier inbound flows in the morning and outbound in the evening; to residential uses, with reverse traffic flows.

EXISTING PLUS PROJECT CONDITIONS

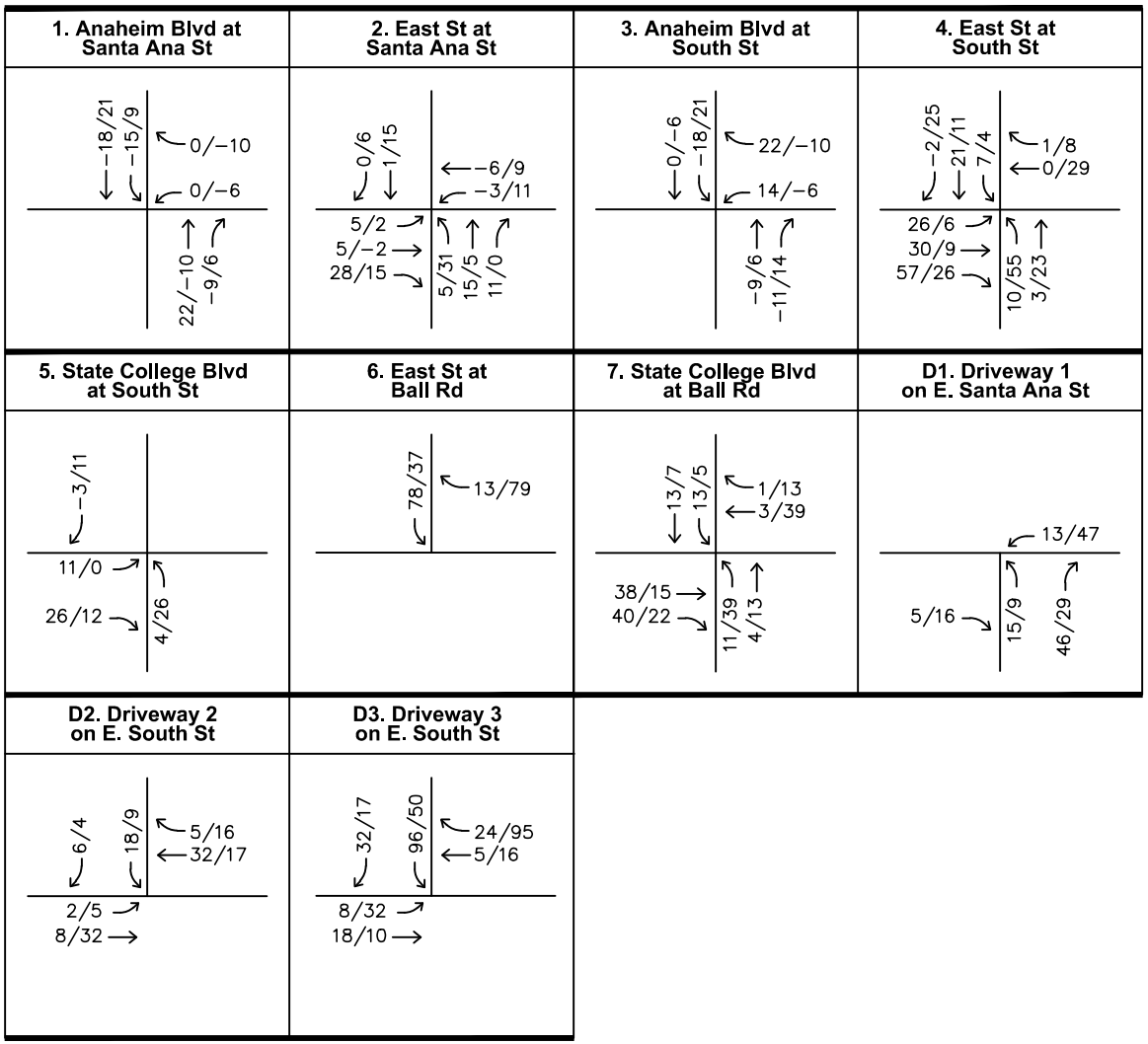
This section addresses the impacts associated with adding project-related trips to Existing Conditions traffic volumes. The Existing Plus Project scenario is a hypothetical scenario which assumes that the Project would be fully implemented at the present time, with no other changes to area traffic volumes or to the street network serving the site. This analysis is required by the California Environmental Quality Act (CEQA), and assumes full development of the Project and full absorption of Project traffic on the circulation system at the present time.

Peak Hour Intersection Operations

Project-related trips were added to existing traffic volumes to develop forecasts for the Existing Plus Project Condition. The resulting peak hour and daily traffic volumes for this scenario are shown on Figure 7. Intersection Level of Service analysis was conducted for the morning and evening peak hours and the results are shown on Table 4. Review of this table indicates that all study intersections would continue to operate at an acceptable Level of Service (LOS D or better) in both peak hours with the addition of project traffic. Each of the unsignalized project driveways will operate at LOS C or better during both peak hours. Intersection analysis worksheets are provided in *Appendix B*.

Daily Roadway Operating Conditions

Roadway Level of Service analysis was conducted for the study roadway segments and the results of are summarized on Table 5. Review of this table indicates that the study roadway segments would continue to operate at Level of Service C or better with the addition of project traffic.



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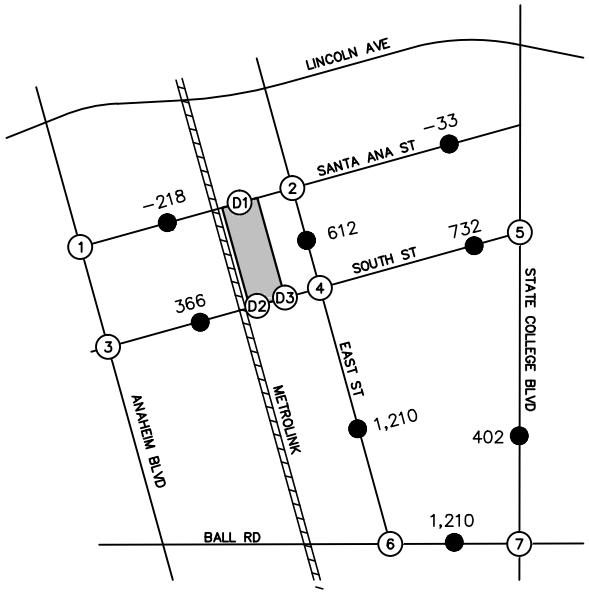

LEGEND:

- = Project Site
- (X) = Study Intersection
- XX/YY = AM / PM Peak Hour Turning Movement Volumes
- ● X,XXX = ADT Volumes

FIGURE 6
PROJECT-RELATED TRAFFIC VOLUMES

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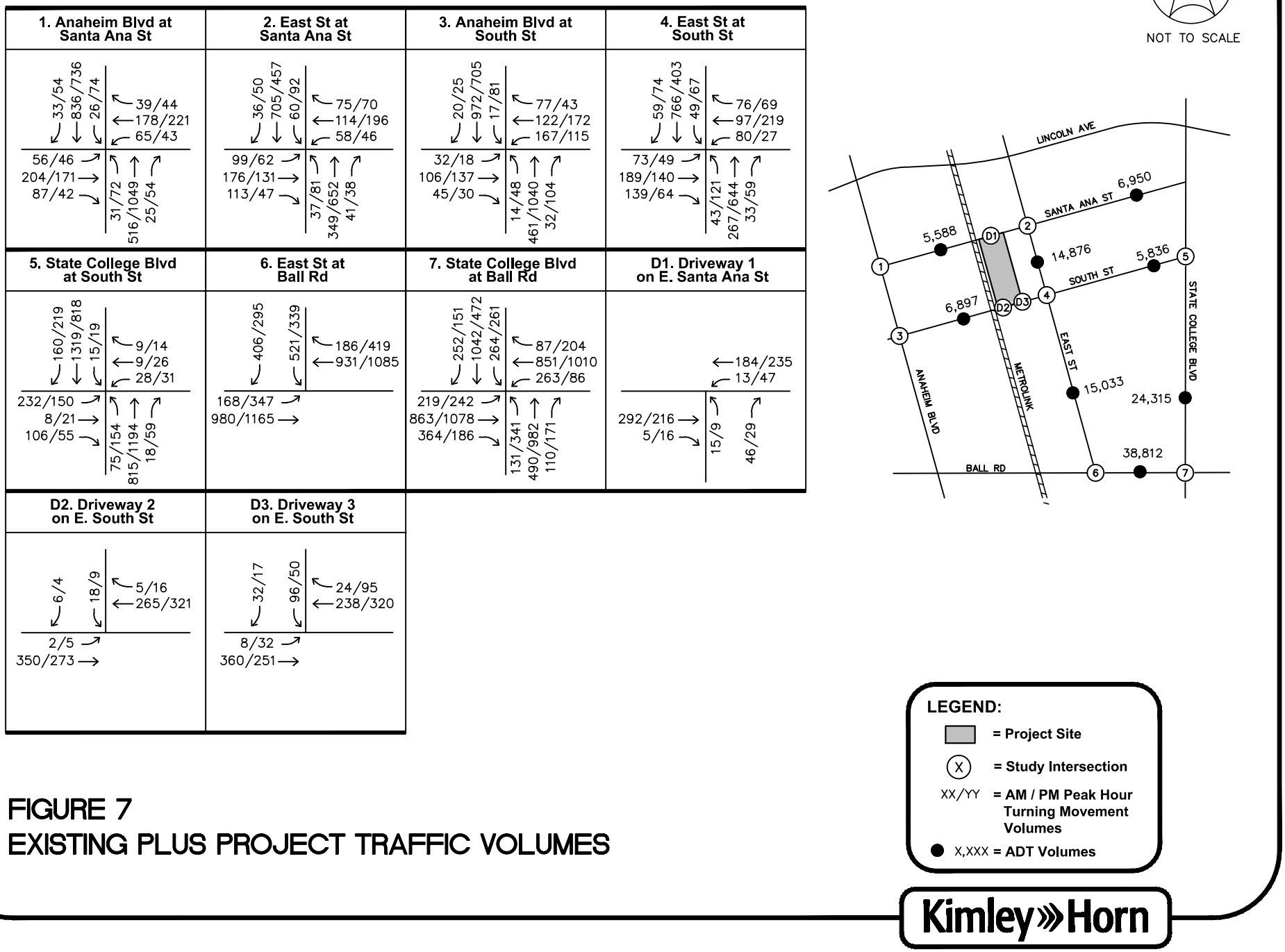


FIGURE 7
EXISTING PLUS PROJECT TRAFFIC VOLUMES

TABLE 4
SUMMARY OF INTERSECTION OPERATION
EXISTING PLUS PROJECT CONDITIONS

Int. #	Intersection	AM Peak Hour						PM Peak Hour					
		Without Project		With Project		Change in V/C or Delay	Sig Impact?	Without Project		With Project		Change in V/C or Delay	Sig Impact?
		ICU/ Delay	LOS	ICU/ Delay	LOS			ICU/ Delay	LOS	ICU/ Delay	LOS		
1	Anaheim Boulevard at E. Santa Ana Street	0.616	B	0.610	B	-0.006	No	0.659	B	0.653	B	-0.006	No
2	East Street at E. Santa Ana Street	0.517	A	0.540	A	0.023	No	0.532	A	0.541	A	0.009	No
3	Anaheim Boulevard at E. South Street	0.573	A	0.582	A	0.009	No	0.634	B	0.650	B	0.016	No
4	East Street at E. South Street	0.741	C	0.815	D	0.074	No	0.648	B	0.691	B	0.043	No
5	State College Boulevard at E. South Street	0.660	B	0.687	B	0.027	No	0.497	A	0.523	A	0.026	No
6	East Street at Ball Road	0.627	B	0.629	B	0.002	No	0.736	C	0.752	C	0.016	No
7	State College Boulevard at Ball Road	0.723	C	0.744	C	0.021	No	0.725	C	0.740	C	0.015	No
D1	E. Santa Ana Street Driveway	11.5	B	10.8	B	-0.7	No	11.0	B	10.4	B	-0.6	No
D2	E. South Street West Driveway	9.4	A	12.5	B	3.1	No	9.9	A	12.2	B	2.3	No
D3	E. South Street East Driveway	9.5	A	14.6	B	5.1	No	11.1	B	14.3	B	3.2	No

Notes:
- Bold values indicate intersections operating at an unacceptable Level of Service
- Intersection operation is expressed in volume-to-capacity (v/c) ratio for signalized intersections, and average delay for unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

TABLE 5
SUMMARY OF ROADWAY SEGMENT OPERATION
EXISTING PLUS PROJECT CONDITIONS

Roadway Segment	Lane Configuration	LOS E Capacity	Existing ADT	Project Trips	Existing + Project	V / C	LOS
E. Santa Ana Street							
Anaheim Boulevard to East Street	2 lanes undivided	12,500	5,806	-218	5,588	0.45	A
East Street to State College Boulevard	2 lanes undivided	12,500	6,983	-33	6,950	0.56	A
E. South Street							
Anaheim Boulevard to East Street	2 lanes undivided	12,500	6,531	366	6,897	0.55	A
East Street to State College Boulevard	2 lanes undivided	12,500	5,104	732	5,836	0.47	A
E. Ball Road							
East Street to State College Boulevard	6 lanes divided	56,300	37,602	1,210	38,812	0.69	B
East Street							
E. Santa Ana Street to E. South Street	4 lanes undivided [1]	25,000	14,264	612	14,876	0.60	A
E. South Street to E. Vermont Avenue	2 lanes divided [1]	22,000	13,823	1,210	15,033	0.68	B
State College Boulevard							
E. Vermont Avenue to E. Ball Road	6 lanes divided	56,300	23,913	402	24,315	0.43	A

V / C = Volume-to-Capacity Ratio

LOS = Level of Service

[1] The configuration varies along this segment. The configuration and capacity shown reflect the lowest capacity configuration.

NEAR-TERM FUTURE CONDITIONS

Near-term future traffic forecasts have been developed to evaluate Cumulative Conditions for the anticipated project opening year. Project completion is estimated to occur in Year 2019. Year 2019 Near-Term traffic forecast volumes were developed using the following approach.

Background Growth

Future year forecasts for the Year 2019 Near-Term condition were developed using the "build-up" process, starting with adding a background growth factor to existing traffic volumes at the study locations. An ambient growth rate of 1.0 percent per year was applied.

Cumulative Projects

In addition to ambient growth, cumulative project traffic volumes are added to existing traffic volumes. City staff indicated that one cumulative project was identified for the study area. The project is located on East Street, less than 1,000 feet directly east of the project site. The project would replace two existing businesses with 42 townhome dwelling units. Project-related trips for the cumulative project were obtained from the traffic study prepared for the project: *Traffic Impact Analysis, East and South Street, (LSA, March, 2017)*. Copies of the project traffic information for the cumulative project obtained from this report are provided in *Appendix C*.

2019 Near-Term without Project Conditions

The ambient growth and the project-related traffic volumes from the cumulative project were added to the existing peak hour volumes, to develop 2019 Near-Term Without Project traffic forecasts. The resulting traffic volumes are shown on Figure 8.

Peak Hour Intersection Operations

The results of the 2019 Near-Term Without Project intersection analysis are summarized on Table 6. Review of this table shows that, with the addition of ambient growth and cumulative project traffic, the study intersections would continue to operate at Level of Service D or better in both peak hours. Intersection analysis worksheets are provided in *Appendix B*.

Daily Roadway Operating Conditions

Roadway Level of Service analysis was conducted for the study roadway segments for the 2019 Near-Term Without Project Conditions and the results of are summarized on Table 7. Review of this table indicates that each of the study roadway segments would continue to operate at Level of Service C or better under 2019 Near-Term conditions.

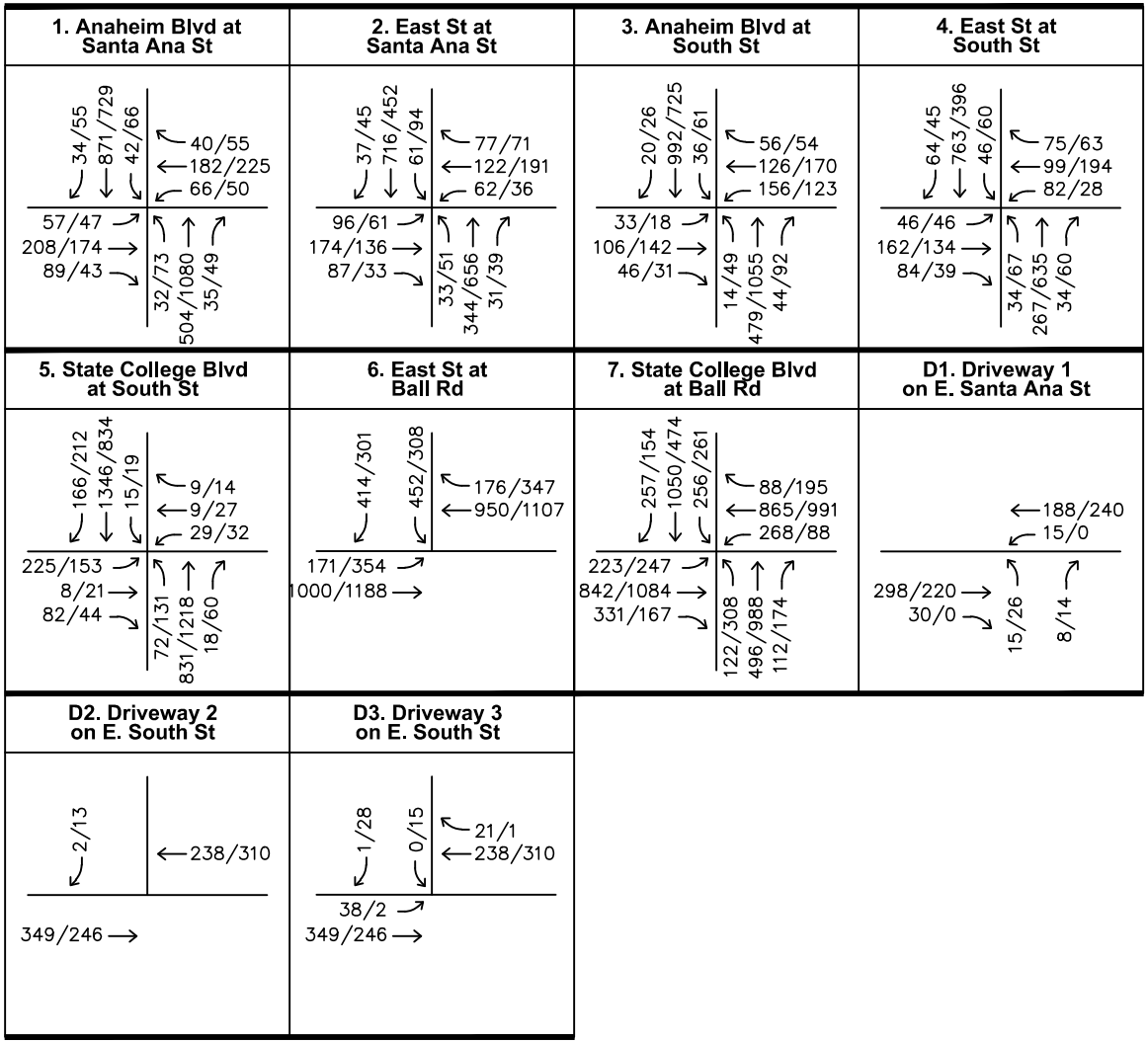


FIGURE 8
2019 NEAR-TERM WITHOUT PROJECT TRAFFIC VOLUMES

TABLE 6
SUMMARY OF INTERSECTION OPERATION
2019 NEAR-TERM WITHOUT PROJECT CONDITIONS

Int. #	Intersection	AM Peak Hour		PM Peak Hour	
		ICU/Delay	LOS	ICU/Delay	LOS
1	Anaheim Boulevard at E. Santa Ana Street	0.627	B	0.671	B
2	East Street at E. Santa Ana Street	0.526	A	0.540	A
3	Anaheim Boulevard at E. South Street	0.582	A	0.647	B
4	East Street at E. South Street	0.756	C	0.661	B
5	State College Boulevard at E. South Street	0.672	B	0.506	A
6	East Street at Ball Road	0.638	B	0.750	C
7	State College Boulevard at Ball Road	0.737	C	0.738	C
D1	E. Santa Ana Street Driveway	11.6	B	11.1	B
D2	E. South Street West Driveway	9.5	A	10.0	A
D3	E. South Street East Driveway	9.5	A	11.2	B

Note:
- Bold values indicate intersections operating at an unacceptable Level of Service
- Intersection operation is expressed in volume-to-capacity (v/c) ratio for signalized intersections, and average delay for unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

TABLE 7
SUMMARY OF ROADWAY SEGMENT OPERATION
2019 NEAR-TERM WITHOUT PROJECT CONDITIONS

Roadway Segment	Lane Configuration	LOS E Capacity	2019 Near-Term ADT	V / C	LOS
E. Santa Ana Street					
Anaheim Boulevard to East Street	2 lanes undivided	12,500	5,923	0.47	A
East Street to State College Boulevard	2 lanes undivided	12,500	7,123	0.57	A
E. South Street					
Anaheim Boulevard to East Street	2 lanes undivided	12,500	6,662	0.53	A
East Street to State College Boulevard	2 lanes undivided	12,500	5,207	0.42	A
E. Ball Road					
East Street to State College Boulevard	6 lanes divided	56,300	38,358	0.68	B
East Street					
E. Santa Ana Street to E. South Street	4 lanes undivided [1]	25,000	14,551	0.58	A
E. South Street to E. Vermont Avenue	2 lanes divided [1]	22,000	14,101	0.64	B
State College Boulevard					
E. Vermont Avenue to E. Ball Road	6 lanes divided	56,300	24,394	0.43	A

V / C = Volume-to-Capacity Ratio

LOS = Level of Service

[1] The configuration varies along this segment. The configuration and capacity shown reflect the lowest capacity configuration.

2019 Near-Term with Project Conditions

Project-related traffic volumes for the East South Street Residential Project were added to the 2019 Near-Term without Project traffic volumes to develop 2019 Near-Term with Project traffic forecast volumes. The resulting traffic volumes are shown on Figure 9.

Peak Hour Intersection Operations

Intersection Level of Service analysis was conducted for the morning and evening peak hours and the results are shown on Table 8. Review of this table indicates that all study intersections would continue to operate at an acceptable Level of Service (LOS D or better) in both peak hours with the addition of project traffic. The unsignalized project driveways will operate at LOS C or better during both peak hours. Intersection analysis worksheets are provided in *Appendix B*.

Daily Roadway Operating Conditions

Roadway Level of Service analysis was conducted for the study roadway segments and the results of are summarized on Table 9. Review of this table indicates that the study roadway segments would continue to operate at Level of Service C better with the addition of project traffic.

SITE ACCESS AND CIRCULATION

Access for the project will consist of one driveway on East Santa Ana Street, and two driveways on East South Street. All site entrances will be unsignalized.

The driveway on East Santa Ana Street (labeled D1) will be in the same location as the existing Freeman driveway. It will connect to an on-site loop road providing access to the single-family homes and to the townhomes on the north portion of the site.

The existing westerly driveway on East South Street (labeled D2) will be closed and the new project driveway will be located beyond (east of) the raised median to allow vehicles to turn left into and out of the site. This driveway will provide access to the apartments and to the townhomes on the south portion of the site. Cross access between the north and south portions of the site will be provided via one 24-foot two-way connecting drive aisle.

Each of the main project driveways would provide one inbound lane and two outbound lanes – one left-turn and one right-turn lane. The main drive aisles will be 36 to 42 feet wide, with on-street parking along one or both sides for visitor parking.

A separate, gated driveway on East South Street (labeled D3) will provide access to the parking structure for the apartments. The parking structure entrance will provide one lane in and one lane out. The gate will be located approximately 140 feet north of East South Street, with 12 visitor parking spaces located outside the gate. A second, internal connection to the parking structure will be provided from the on-site cul-de-sac.

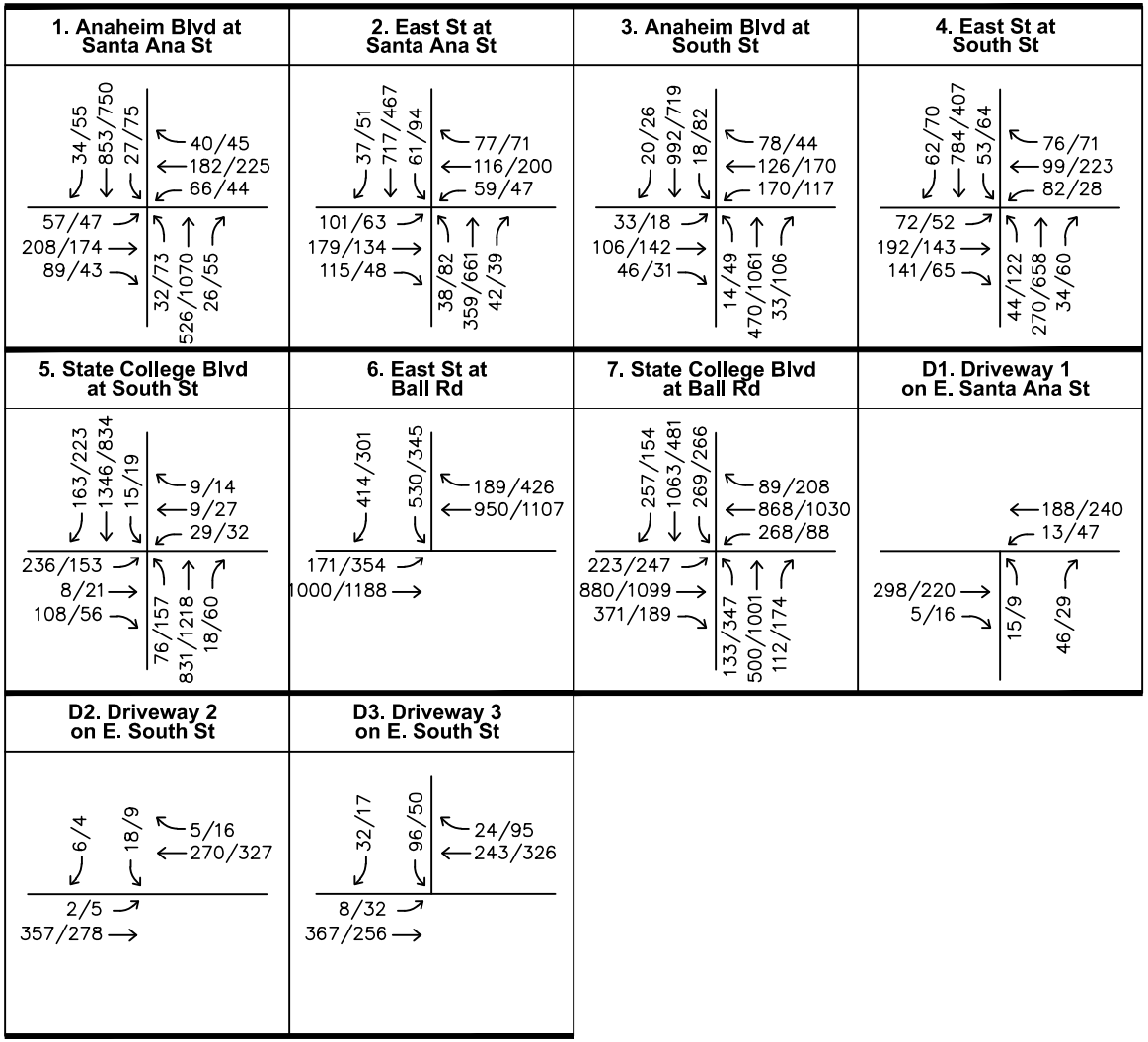


FIGURE 9
2019 NEAR-TERM WITH PROJECT TRAFFIC VOLUMES

TABLE 8
SUMMARY OF INTERSECTION OPERATION
2019 NEAR-TERM WITH PROJECT CONDITIONS

Int. #	Intersection	AM Peak Hour						PM Peak Hour					
		Without Project		With Project		Change in V/C or Delay	Sig Impact?	Without Project		With Project		Change in V/C or Delay	Sig Impact?
		ICU/ Delay	LOS	ICU/ Delay	LOS			ICU/ Delay	LOS	ICU/ Delay	LOS		
1	Anaheim Boulevard at E. Santa Ana Street	0.627	B	0.621	B	-0.006	No	0.671	B	0.666	B	-0.005	No
2	East Street at E. Santa Ana Street	0.526	A	0.549	A	0.023	No	0.540	A	0.549	A	0.009	No
3	Anaheim Boulevard at E. South Street	0.582	A	0.591	A	0.009	No	0.647	B	0.663	B	0.016	No
4	East Street at E. South Street	0.756	C	0.831	D	0.075	No	0.661	B	0.703	B	0.042	No
5	State College Boulevard at E. South Street	0.672	B	0.699	B	0.027	No	0.506	A	0.532	A	0.026	No
6	East Street at Ball Road	0.638	B	0.641	B	0.003	No	0.750	C	0.766	C	0.016	No
7	State College Boulevard at Ball Road	0.737	C	0.758	C	0.021	No	0.738	C	0.753	C	0.015	No
D1	E. Santa Ana Street Driveway	11.6	B	10.9	B	-0.7	No	11.1	B	10.4	B	-0.7	No
D2	E. South Street West Driveway	9.5	A	12.6	B	3.1	No	10.0	A	12.3	B	2.3	No
D3	E. South Street East Driveway	9.5	A	14.7	B	5.2	No	11.2	B	14.4	B	3.2	No

Notes:
- Bold values indicate intersections operating at an unacceptable Level of Service
- Intersection operation is expressed in volume-to-capacity (v/c) ratio for signalized intersections, and average delay for unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

TABLE 9
SUMMARY OF ROADWAY SEGMENT OPERATION
2019 NEAR-TERM WITH PROJECT CONDITIONS

Roadway Segment	Lane Configuration	LOS E Capacity	2019 Near-Term ADT	Project Trips	2019 Near-Term + Project	V / C	LOS
E. Santa Ana Street							
Anaheim Boulevard to East Street	2 lanes undivided	12,500	5,923	-218	5,705	0.46	A
East Street to State College Boulevard	2 lanes undivided	12,500	7,123	-33	7,090	0.57	A
E. South Street							
Anaheim Boulevard to East Street	2 lanes undivided	12,500	6,662	366	7,028	0.56	A
East Street to State College Boulevard	2 lanes undivided	12,500	5,207	732	5,939	0.48	A
E. Ball Road							
East Street to State College Boulevard	6 lanes divided	56,300	38,358	1,210	39,568	0.70	B
East Street							
E. Santa Ana Street to E. South Street	4 lanes undivided [1]	25,000	14,551	612	15,163	0.61	B
E. South Street to E. Vermont Avenue	2 lanes divided [1]	22,000	14,101	1,210	15,311	0.70	B
State College Boulevard							
E. Vermont Avenue to E. Ball Road	6 lanes divided	56,300	24,394	402	24,796	0.44	A

V / C = Volume-to-Capacity Ratio

LOS = Level of Service

[1] The configuration varies along this segment. The configuration and capacity shown reflect the lowest capacity configuration.

Parking for the project will consist of a combination of enclosed garages and driveway parking for the townhomes and single-family units, a 670-space parking structure for the apartments, and 186 parallel parking spaces located on the streets throughout the site for visitors. The total parking supply for the site will be 1,358 parking spaces. The City's parking requirements for the project, per the City's Municipal Code, is 1,352 spaces. The project parking supply exceeds the City's parking code requirement for the project.

SUMMARY OF FINDINGS AND CONCLUSIONS

- The applicant proposes the development of 546 residential units on the site of the existing Freeman Corporation business, located at 901 East South Street in the City of Anaheim.

- The project site is a designated Residential Opportunity site in the City's Housing Element of the General Plan, with a land use designation of Low Medium and Medium residential

- Morning and evening peak hour operating conditions were evaluated at 7 study intersections and 8 roadway segments and for the following study scenarios:

    - Existing,
    - Existing Plus Project,
    - 2019 Near-Term without Project, and
    - 2019 Near-Term with Project.

- Under Existing Conditions, all of the study intersections are currently operating at Level of Service D or better, and all study roadway segments are currently operating at Level of Service C or better.

- Trip credits were applied to account for the existing trips generated by the Freeman business that would be eliminated as a result of the project.

- The existing traffic generated by the Freeman business includes 230 big rig truck trips per day, entering and exiting the site at the existing East Santa Ana Street driveway. This truck traffic will be eliminated as a result of the proposed residential project.

- When the existing Freeman site trips are taken into account, the residential project is estimated to generate approximately 2,345 net new daily trips, with 139 net new trips in the morning peak hour (48 fewer inbound and 187 additional outbound trips) and 229 net new trips in the evening peak hour (207 inbound and 22 outbound trips).

- Under Existing Plus Project Conditions, all study intersections would continue to operate at Level of Service D or better, and all study roadway segments would continue to operate at Level of Service C or better with the addition of project traffic.

- Ambient traffic growth at a rate of 1.0 percent per year and traffic from one cumulative project were added to Existing Conditions to establish 2019 Near-Term without Project Conditions (Cumulative Conditions).

- Under 2019 Near-Term without Project Conditions, all study intersections would continue to operate at Level of Service D or better, and all study roadway segments would continue to operate at Level of Service C or better.

- Under 2019 Near-Term with Project Conditions, all study intersections would continue to operate at Level of Service D or better, and all study roadway segments would continue to operate at Level of Service C or better with the addition of project traffic.

- No significant impacts would occur as a result of the project, and therefore, no traffic-related mitigation measures will be required of the project.

- Access for the project will consist of one driveway on East Santa Ana Street, and two driveways on East South Street. All site entrances will be unsignalized.

- Each site driveway would operate at LOS C or better with the completion of the project.

- Parking for the project will consist of a combination of enclosed garages and driveway parking for the townhomes and single-family units, a 670-space parking structure for the apartments, and 186 parallel parking spaces located on the streets throughout the site for visitors. The total parking supply for the site will be 1,358 parking spaces. This exceeds the City's parking code requirement for the project, per the City's Municipal Code.

APPENDIX A

TRAFFIC COUNT WORKSHEETS

APPENDIX A-**1**

TRAFFIC COUNT WORKSHEETS
INTERSECTION TURNING MOVEMENTS

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

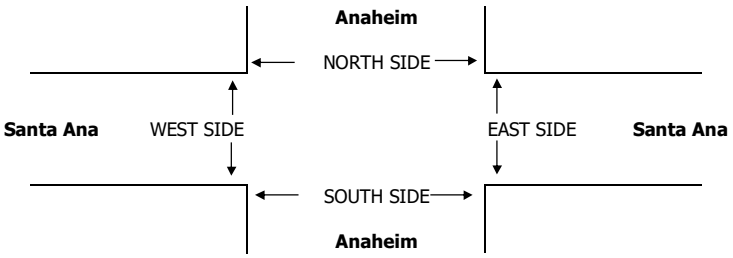
DATE:	LOCATION:	Anaheim	PROJECT #:	SC1343
Thu, May 18, 17	NORTH & SOUTH:	Anaheim	LOCATION #:	7
	EAST & WEST:	Santa Ana	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

Add U-Turns to Left Turns

		NORTHBOUND Anaheim			SOUTHBOUND Anaheim			EASTBOUND Santa Ana			WESTBOUND Santa Ana				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	6	98	4	7	202	6	16	27	17	15	30	5	433	0	1	0	0	1
	7:15 AM	10	108	11	12	238	10	18	51	19	13	41	11	542	3	0	0	0	3
	7:30 AM	9	130	12	10	231	10	13	59	18	23	49	10	574	3	0	0	0	3
	7:45 AM	8	157	6	10	209	9	10	44	28	16	50	12	559	1	2	0	0	3
	8:00 AM	4	99	5	9	176	4	15	50	22	13	38	6	441	1	0	0	0	1
	8:15 AM	6	134	4	7	162	4	5	44	16	9	27	7	425	2	0	0	0	2
	8:30 AM	7	103	5	6	160	4	8	23	17	10	29	3	375	0	1	0	0	1
	8:45 AM	3	105	6	3	123	3	6	32	10	4	22	10	327	0	0	0	0	0
	VOLUMES	53	934	53	64	1,501	50	91	330	147	103	286	64	3,676	10	4	0	0	14
	APPROACH %	5%	90%	5%	4%	93%	3%	16%	58%	26%	23%	63%	14%						
	APP/DEPART	1,040	/	1,093	1,615	/	1,761	568	/	443	453	/	379	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	31	494	34	41	854	33	56	204	87	65	178	39	2,116					
	APPROACH %	6%	88%	6%	4%	92%	4%	16%	59%	25%	23%	63%	14%						
	PEAK HR FACTOR		0.817			0.892			0.964			0.860		0.922					
	APP/DEPART	559	/	591	928	/	1,014	347	/	277	282	/	234	0					
PM	4:00 PM	18	262	15	8	176	11	9	39	11	11	43	13	616	1	1	0	0	2
	4:15 PM	23	218	16	9	176	8	11	49	11	18	44	17	600	0	1	0	0	1
	4:30 PM	13	245	7	12	184	14	12	28	10	14	45	14	598	1	0	0	0	1
	4:45 PM	8	246	19	8	165	13	15	49	8	14	41	15	601	1	0	0	0	1
	5:00 PM	19	278	13	20	193	12	7	36	15	17	51	16	677	0	6	0	0	6
	5:15 PM	18	272	15	14	170	15	19	53	8	8	51	11	654	1	3	0	0	4
	5:30 PM	18	266	8	13	179	12	9	36	5	11	58	10	625	1	1	0	0	2
	5:45 PM	17	243	12	18	173	15	11	46	14	13	51	17	630	2	1	0	0	3
	VOLUMES	134	2,030	105	102	1,416	100	93	336	82	106	384	113	5,001	7	13	0	0	20
	APPROACH %	6%	89%	5%	6%	88%	6%	18%	66%	16%	18%	64%	19%						
	APP/DEPART	2,269	/	2,249	1,618	/	1,611	511	/	530	603	/	611	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	72	1,059	48	65	715	54	46	171	42	49	211	54	2,586					
	APPROACH %	6%	90%	4%	8%	86%	6%	18%	66%	16%	16%	67%	17%						
	PEAK HR FACTOR		0.951			0.927			0.809			0.935		0.955					
	APP/DEPART	1,179	/	1,170	834	/	810	259	/	273	314	/	333	0					



		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

East St and Santa Ana St , Anaheim

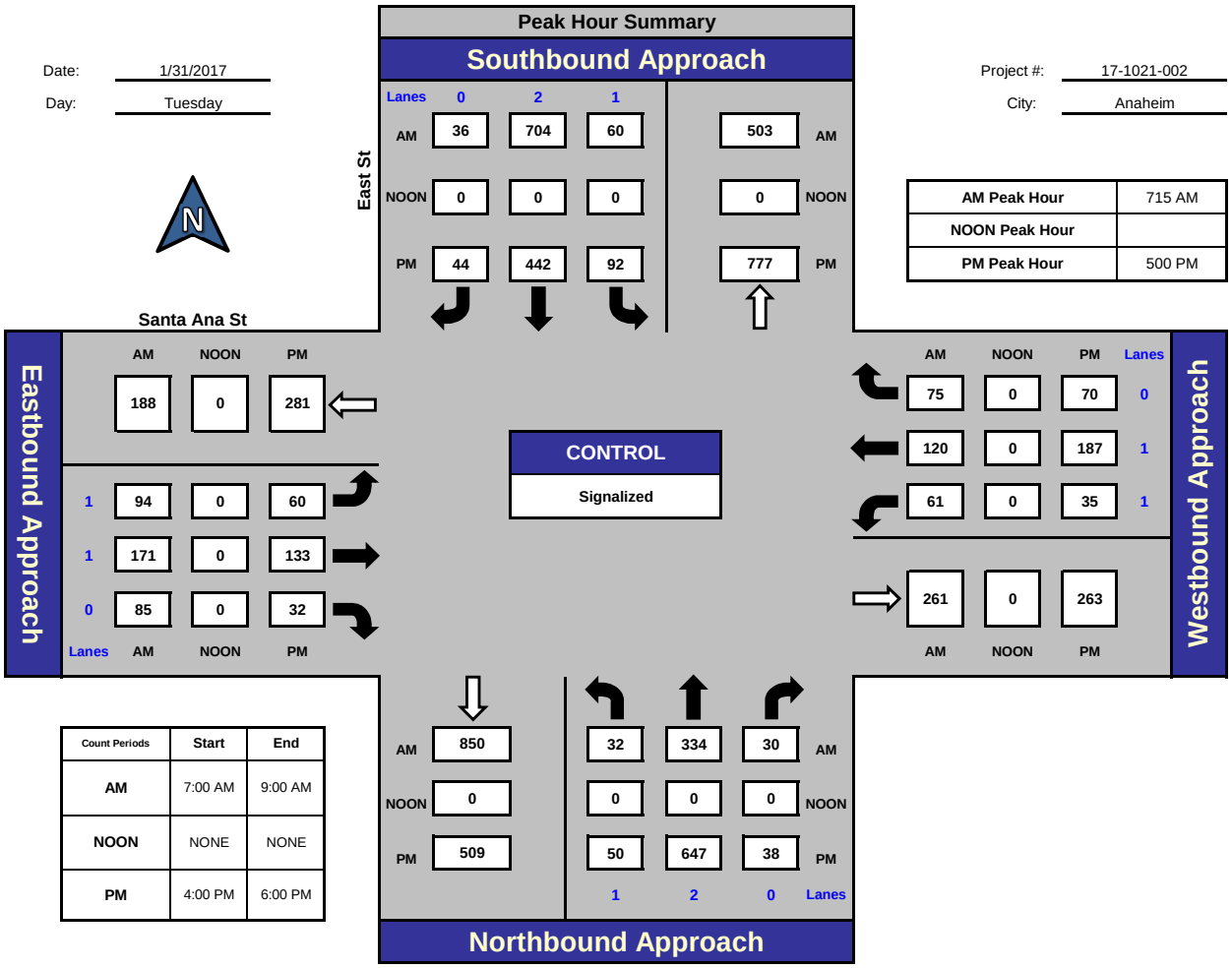
Date: 1/31/2017

Day: Tuesday

Project #: 17-1021-002

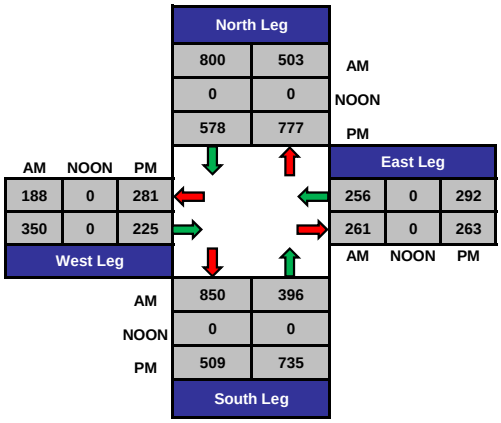
City: Anaheim

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

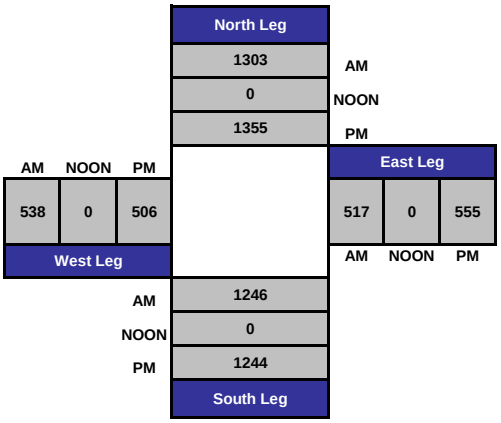


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Anaheim Blvd and South St , Anaheim

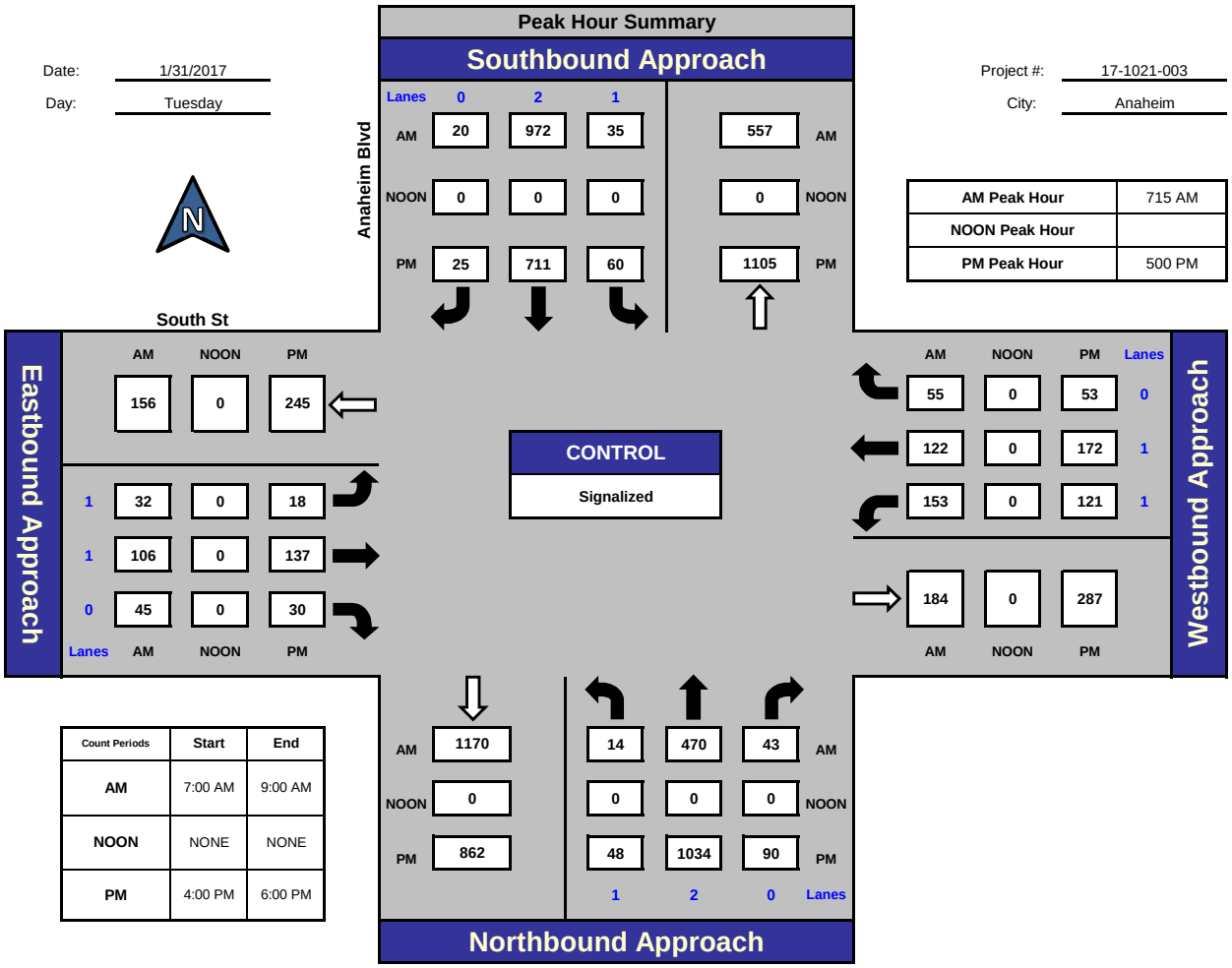
Date: 1/31/2017

Day: Tuesday

Project #: 17-1021-003

City: Anaheim

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM



Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
AM	1027	557	AM
NOON	0	0	NOON
PM	796	1105	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
156	0	245	330	0	346
183	0	185	184	0	287

	South Leg	
AM	1170	527
NOON	0	0
PM	862	1172

Total Volume Per Leg

	North Leg
AM	1584
NOON	0
PM	1901

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
339	0	430	514	0	633

	South Leg
AM	1697
NOON	0
PM	2034

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

East St and South St , Anaheim

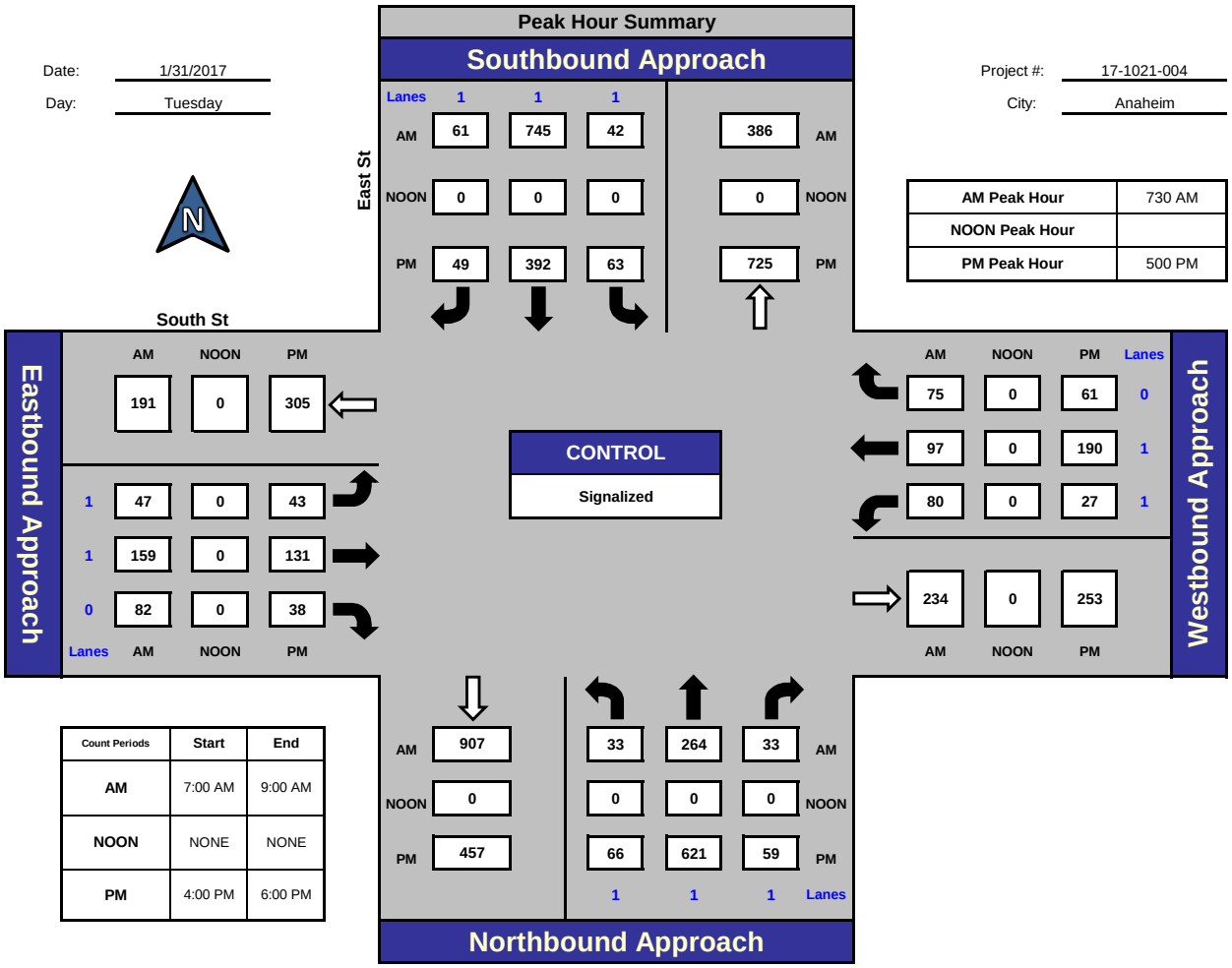
Date: 1/31/2017

Day: Tuesday

Project #: 17-1021-004

City: Anaheim

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM



Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	848	386	AM
	0	0	NOON
	504	725	PM

West Leg				East Leg		
AM	NOON	PM		AM	NOON	PM
191	0	305		252	0	278
288	0	212		234	0	253

	South Leg	
AM	907	330
NOON	0	0
PM	457	746

Total Volume Per Leg

	North Leg	
	1234	AM
	0	NOON
	1229	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
479	0	517	486	0	531

	South Leg
AM	1237
NOON	0
PM	1203

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

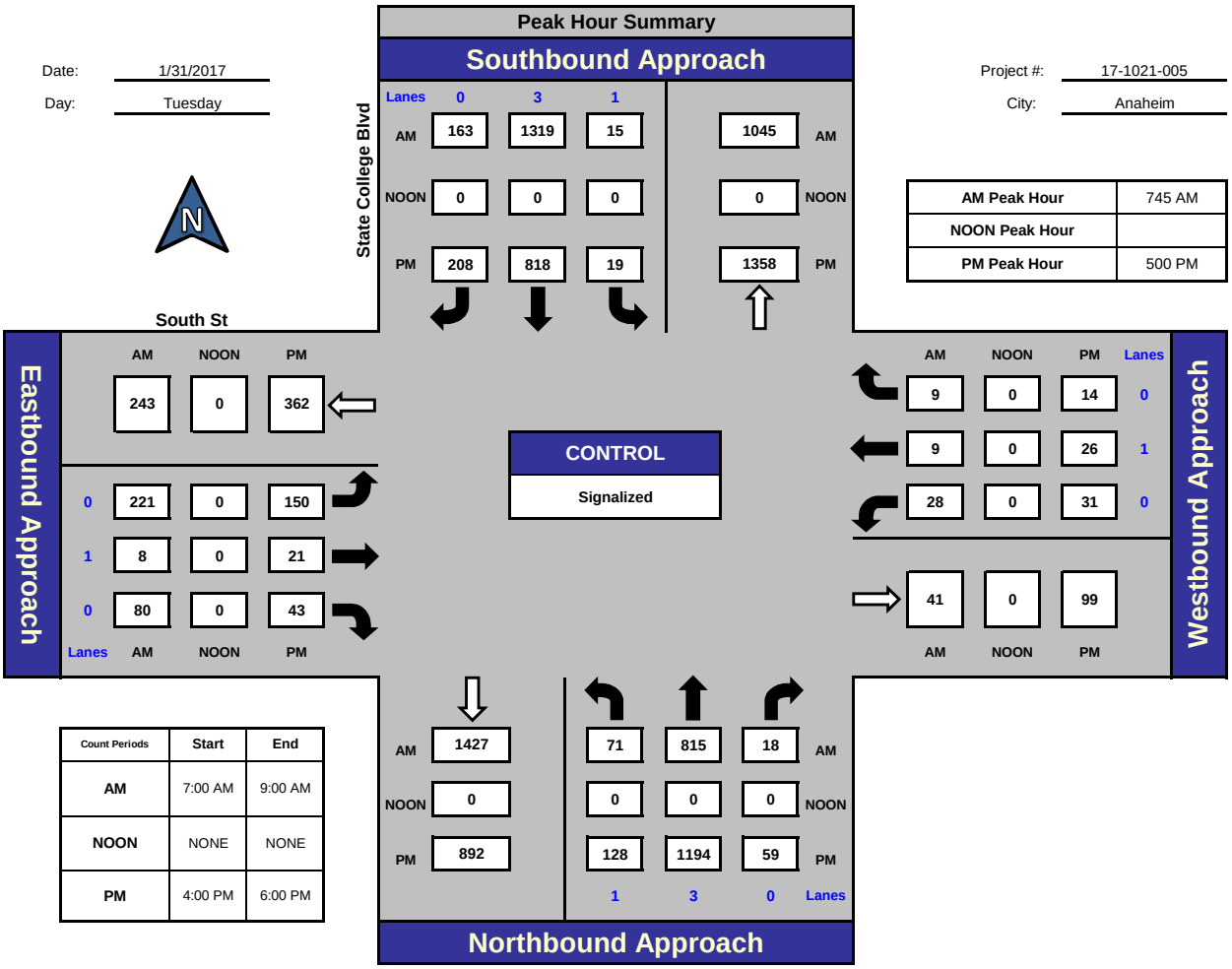
State College Blvd and South St , Anaheim

Date: 1/31/2017

Day: Tuesday

Project #: 17-1021-005

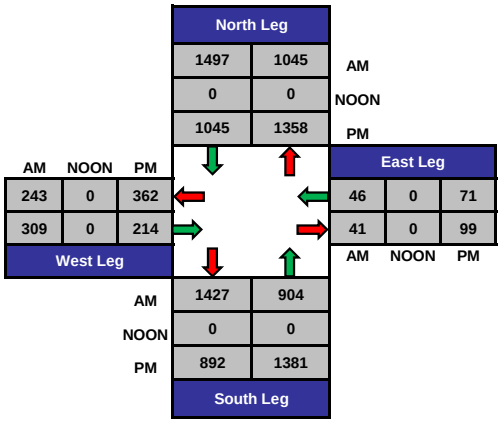
City: Anaheim



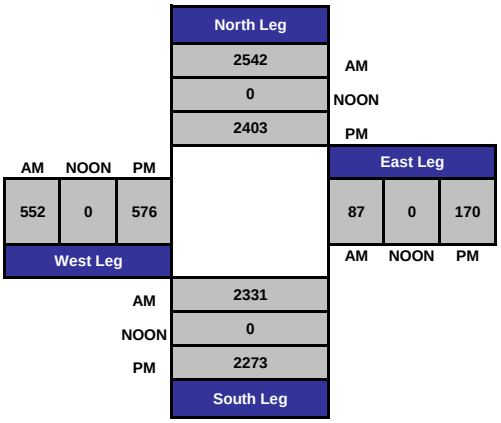
AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

East St and Ball Rd , Anaheim

Date: 1/31/2017

Day: Tuesday

Project #: 17-1021-006

City: Anaheim

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach

Lanes	1	0	2	
AM	406	0	443	341 AM
NOON	0	0	0	0 NOON
PM	295	0	302	687 PM

East St

Ball Rd

Eastbound Approach

Lanes	AM	NOON	PM
	1337	0	1380
1	168	0	347
3	980	0	1165
0	0	0	0
Lanes	AM	NOON	PM

CONTROL

Signalized

Westbound Approach

	AM	NOON	PM	Lanes
	173	0	340	0
	931	0	1085	3
	0	0	0	0
	1423	0	1467	
	AM	NOON	PM	

Northbound Approach

AM	0	0	0	0 AM
NOON	0	0	0	0 NOON
PM	0	0	0	0 PM
Lanes		0	0	0 Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
849	341	AM
0	0	NOON
597	687	PM

West Leg			East Leg		
AM	NOON	PM			
1337	0	1380	1104	0	1425
1148	0	1512	1423	0	1467
			AM	NOON	PM

South Leg	
0	0 AM
0	0 NOON
0	0 PM

Total Volume Per Leg

North Leg	
1190	AM
0	NOON
1284	PM

West Leg			East Leg		
AM	NOON	PM			
2485	0	2892	2527	0	2892
			AM	NOON	PM

South Leg	
0	AM
0	NOON
0	PM

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

State College Blvd and Ball Rd , Anaheim

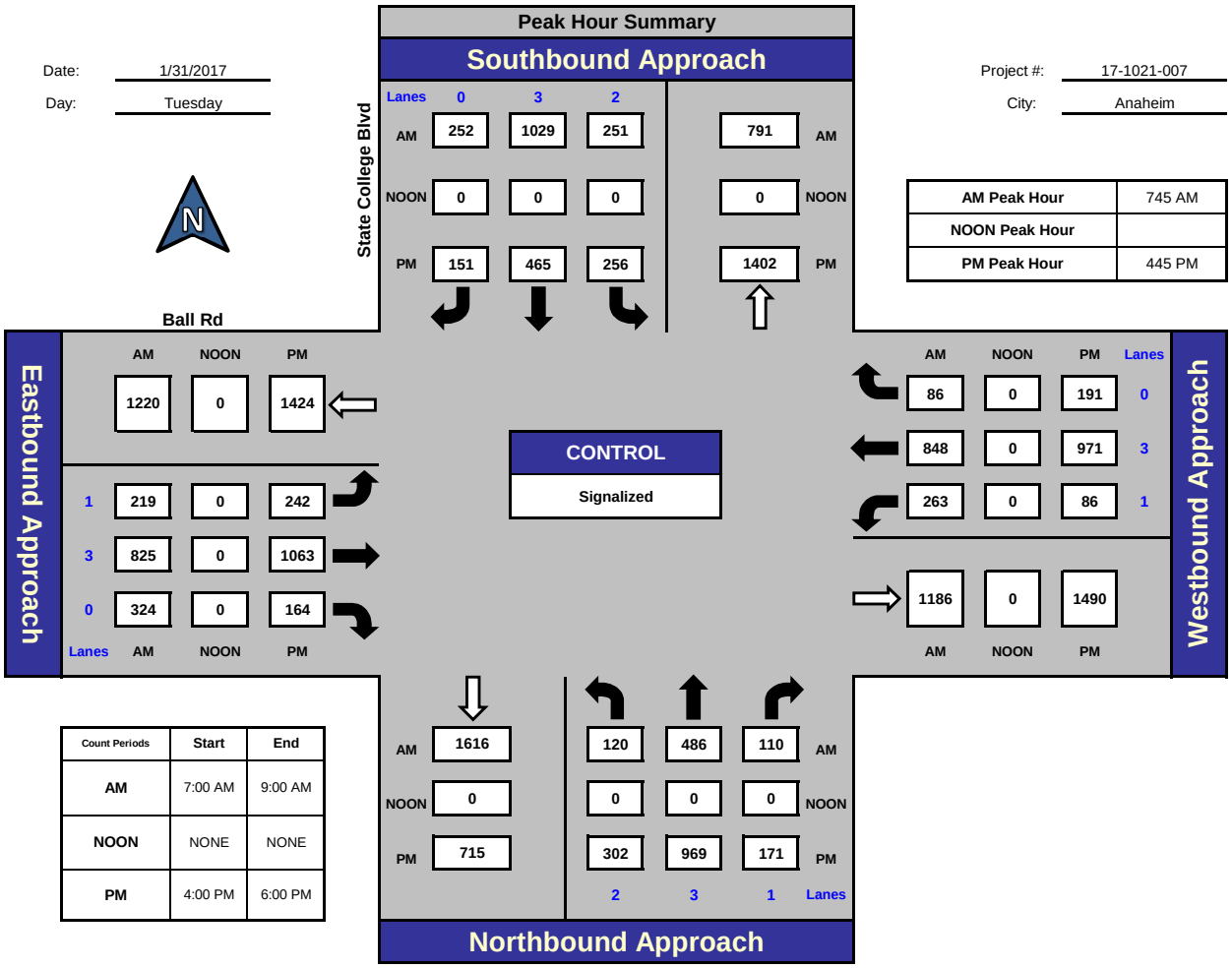
Date: 1/31/2017

Day: Tuesday

Project #: 17-1021-007

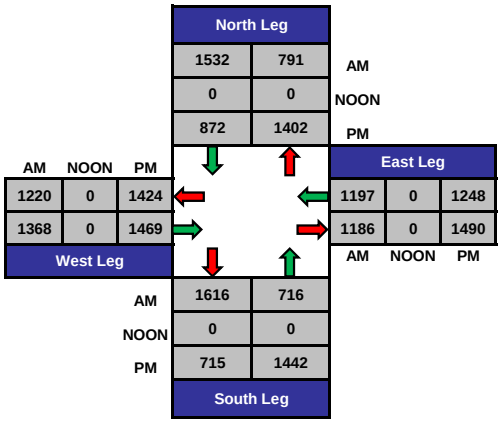
City: Anaheim

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	445 PM

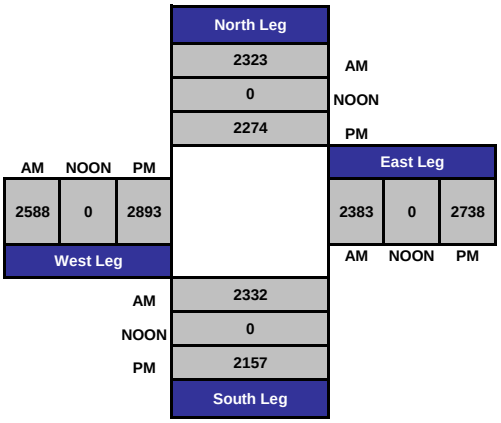


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON	NONE	NONE
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



APPENDIX A-**2**

TRAFFIC COUNT WORKSHEETS
DRIVEWAY COUNTS

Prepared by NDS/ATD

VOLUME

Santa Ana Street and North Driveway

Day: Wednesday
Date: 2/1/2017

City: Anaheim, CA
Project #: 17-1023-001

DAILY TOTALS	IN	OUT	Total
	239	248	487

AM Period	IN		OUT		TOTAL		PM Period	IN		OUT		TOTAL	
00:00	0		0		0		12:00	4		4		8	
00:15	1		0		1		12:15	5		11		16	
00:30	0		1		1		12:30	8		4		12	
00:45	0	1	0	1	0	2	12:45	7	24	2	21	9	45
01:00	0		0		0		13:00	5		8		13	
01:15	0		0		0		13:15	4		2		6	
01:30	0		0		0		13:30	6		4		10	
01:45	0		0		0		13:45	2	17	8	22	10	39
02:00	0		0		0		14:00	4		4		8	
02:15	0		0		0		14:15	1		5		6	
02:30	0		0		0		14:30	11		6		17	
02:45	0		0		0		14:45	5	21	4	19	9	40
03:00	0		0		0		15:00	2		7		9	
03:15	0		0		0		15:15	1		0		1	
03:30	0		1		1		15:30	3		5		8	
03:45	0		0	1	0	1	15:45	1	7	3	15	4	22
04:00	0		0		0		16:00	0		5		5	
04:15	1		0		1		16:15	5		7		12	
04:30	1		0		1		16:30	0		32		32	
04:45	0	2	0		0	2	16:45	0	5	3	47	3	52
05:00	1		2		3		17:00	0		4		4	
05:15	4		1		5		17:15	0		0		0	
05:30	1		0		1		17:30	0		1		1	
05:45	2	8	0	3	2	11	17:45	0		1	6	1	6
06:00	0		3		3		18:00	0		1		1	
06:15	3		1		4		18:15	1		0		1	
06:30	5		1		6		18:30	0		5		5	
06:45	7	15	4	9	11	24	18:45	0	1	0	6	0	7
07:00	5		0		5		19:00	1		0		1	
07:15	7		5		12		19:15	1		0		1	
07:30	20		4		24		19:30	0		1		1	
07:45	11	43	5	14	16	57	19:45	0	2	0	1	0	3
08:00	3		1		4		20:00	0		0		0	
08:15	4		3		7		20:15	1		2		3	
08:30	6		2		8		20:30	0		0		0	
08:45	5	18	2	8	7	26	20:45	0	1	0	2	0	3
09:00	8		3		11		21:00	0		0		0	
09:15	4		7		11		21:15	0		0		0	
09:30	6		4		10		21:30	0		0		0	
09:45	9	27	4	18	13	45	21:45	0		0		0	
10:00	6		9		15		22:00	1		0		1	
10:15	9		8		17		22:15	0		1		1	
10:30	2		3		5		22:30	1		0		1	
10:45	5	22	5	25	10	47	22:45	1	3	1	2	2	5
11:00	2		5		7		23:00	0		1		1	
11:15	5		9		14		23:15	0		0		0	
11:30	3		5		8		23:30	0		0		0	
11:45	12	22	8	27	20	49	23:45	0		0	1	0	1
TOTALS		158		106		264	TOTALS		81		142		223
SPLIT %		59.8%		40.2%		54.2%	SPLIT %		36.3%		63.7%		45.8%

DAILY TOTALS	IN	OUT	Total
	239	248	487

AM Peak Hour	07:00	11:30			07:00		PM Peak Hour	12:15	15:45			15:45
AM Pk Volume	43	28			57		PM Pk Volume	25	47			53
Pk Hr Factor	0.538	0.636			0.594		Pk Hr Factor	0.781	0.367			0.414
7 - 9 Volume	61	22	0	0	83		4 - 6 Volume	5	53	0	0	58
7 - 9 Peak Hour	07:00	07:15			07:00		4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	43	15	0	0	57		4 - 6 Pk Volume	5	47	0	0	52
Pk Hr Factor	0.538	0.750	0.000	0.000	0.594		Pk Hr Factor	0.250	0.367	0.000	0.000	0.406

Prepared by NDS/ATD

VOLUME

Santa Ana Street and North Driveway

Day: Wednesday
Date: 2/1/2017

City: Anaheim, CA
Project #: 17-1023-001

DAILY TOTALS	IN	OUT	Total
	113	117	230

AM Period	IN		OUT		TOTAL		PM Period	IN		OUT		TOTAL	
00:00	0		0		0		12:00	2		3		5	
00:15	1		0		1		12:15	0		4		4	
00:30	0		1		1		12:30	2		2		4	
00:45	0	1	0	1	0	2	12:45	7	11	1	10	8	21
01:00	0		0		0		13:00	4		7		11	
01:15	0		0		0		13:15	3		1		4	
01:30	0		0		0		13:30	5		3		8	
01:45	0		0		0		13:45	2	14	7	18	9	32
02:00	0		0		0		14:00	3		1		4	
02:15	0		0		0		14:15	1		3		4	
02:30	0		0		0		14:30	6		1		7	
02:45	0		0		0		14:45	1	11	0	5	1	16
03:00	0		0		0		15:00	1		2		3	
03:15	0		0		0		15:15	1		0		1	
03:30	0		1		1		15:30	3		2		5	
03:45	0		0	1	0	1	15:45	0	5	1	5	1	10
04:00	0		0		0		16:00	0		1		1	
04:15	0		0		0		16:15	2		1		3	
04:30	0		0		0		16:30	0		1		1	
04:45	0		0		0		16:45	0	2	0	3	0	5
05:00	1		2		3		17:00	0		0		0	
05:15	0		1		1		17:15	0		0		0	
05:30	0		0		0		17:30	0		0		0	
05:45	0	1	0	3	0	4	17:45	0		0		0	
06:00	0		3		3		18:00	0		0		0	
06:15	1		1		2		18:15	1		0		1	
06:30	2		1		3		18:30	0		0		0	
06:45	2	5	4	9	6	14	18:45	0	1	0		0	1
07:00	0		0		0		19:00	1		0		1	
07:15	0		2		2		19:15	1		0		1	
07:30	2		3		5		19:30	0		0		0	
07:45	1	3	4	9	5	12	19:45	0	2	0		0	2
08:00	1		0		1		20:00	0		0		0	
08:15	3		3		6		20:15	1		2		3	
08:30	3		2		5		20:30	0		0		0	
08:45	1	8	2	7	3	15	20:45	0	1	0	2	0	3
09:00	6		2		8		21:00	0		0		0	
09:15	2		5		7		21:15	0		0		0	
09:30	4		4		8		21:30	0		0		0	
09:45	8	20	3	14	11	34	21:45	0		0		0	
10:00	3		7		10		22:00	1		0		1	
10:15	4		3		7		22:15	0		1		1	
10:30	1		1		2		22:30	1		0		1	
10:45	4	12	3	14	7	26	22:45	1	3	1	2	2	5
11:00	1		2		3		23:00	0		1		1	
11:15	2		7		9		23:15	0		0		0	
11:30	2		0		2		23:30	0		0		0	
11:45	8	13	4	13	12	26	23:45	0		0	1	0	1
TOTALS		63		71		134	TOTALS		50		46		96
SPLIT %		47.0%		53.0%		58.3%	SPLIT %		52.1%		47.9%		41.7%

DAILY TOTALS	IN	OUT	Total
	113	117	230

AM Peak Hour	09:00	09:15			09:15		PM Peak Hour	12:45	13:00			13:00
AM Pk Volume	20	19			36		PM Pk Volume	19	18			32
Pk Hr Factor	0.625	0.679			0.818		Pk Hr Factor	0.679	0.643			0.727
7 - 9 Volume	11	16	0	0	27		4 - 6 Volume	2	3	0	0	5
7 - 9 Peak Hour	07:45	07:30			07:30		4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	8	10	0	0	17		4 - 6 PK Volume	2	3	0	0	5
Pk Hr Factor	0.667	0.625	0.000	0.000	0.708		Pk Hr Factor	0.250	0.750	0.000	0.000	0.417

Prepared by NDS/ATD

VOLUME

East South Street and East Driveway

Day: Wednesday
Date: 2/1/2017

City: Anaheim, CA
Project #: 17-1023-002

DAILY TOTALS	IN	OUT	Total
	189	138	327

AM Period	IN		OUT		TOTAL		PM Period	IN		OUT		TOTAL	
00:00	0		1		1		12:00	1		6		7	
00:15	0		0		0		12:15	6		10		16	
00:30	0		1		1		12:30	9		4		13	
00:45	0		0	2	0	2	12:45	12	28	3	23	15	51
01:00	0		0		0		13:00	3		1		4	
01:15	0		0		0		13:15	3		3		6	
01:30	0		0		0		13:30	3		0		3	
01:45	0		0		0		13:45	2	11	2	6	4	17
02:00	0		0		0		14:00	2		2		4	
02:15	0		0		0		14:15	3		0		3	
02:30	0		0		0		14:30	1		1		2	
02:45	0		0		0		14:45	1	7	3	6	4	13
03:00	0		0		0		15:00	0		3		3	
03:15	0		0		0		15:15	0		2		2	
03:30	0		0		0		15:30	3		3		6	
03:45	0		0		0		15:45	1	4	1	9	2	13
04:00	0		0		0		16:00	0		3		3	
04:15	0		0		0		16:15	0		2		2	
04:30	1		0		1		16:30	1		23		24	
04:45	0	1	0		0	1	16:45	2	3	8	36	10	39
05:00	1		0		1		17:00	0		9		9	
05:15	1		0		1		17:15	0		3		3	
05:30	0		0		0		17:30	0		5		5	
05:45	0	2	0		0	2	17:45	2	2	5	22	7	24
06:00	1		0		1		18:00	0		4		4	
06:15	2		0		2		18:15	2		2		4	
06:30	4		0		4		18:30	0		2		2	
06:45	4	11	0		4	11	18:45	0	2	0	8	0	10
07:00	5		1		6		19:00	1		0		1	
07:15	6		0		6		19:15	0		0		0	
07:30	9		0		9		19:30	0		1		1	
07:45	17	37	0	1	17	38	19:45	0	1	0	1	0	2
08:00	21		0		21		20:00	0		0		0	
08:15	12		1		13		20:15	0		1		1	
08:30	3		1		4		20:30	2		0		2	
08:45	6	42	1	3	7	45	20:45	0	2	0	1	0	3
09:00	8		1		9		21:00	0		0		0	
09:15	3		2		5		21:15	0		0		0	
09:30	0		0		0		21:30	0		0		0	
09:45	1	12	1	4	2	16	21:45	0		1	1	1	1
10:00	3		1		4		22:00	0		0		0	
10:15	3		2		5		22:15	0		0		0	
10:30	2		1		3		22:30	0		0		0	
10:45	4	12	1	5	5	17	22:45	2	2	0		2	2
11:00	2		2		4		23:00	1		0		1	
11:15	1		1		2		23:15	0		0		0	
11:30	3		3		6		23:30	0		0		0	
11:45	3	9	4	10	7	19	23:45	0	1	0		0	1
TOTALS	2	126	4	25		151	TOTALS		63		113		176
SPLIT %		83.4%		16.6%		46.2%	SPLIT %		35.8%		64.2%		53.8%

DAILY TOTALS	IN	OUT	Total
	189	138	327

AM Peak Hour	07:30	11:45			07:30		PM Peak Hour	12:15	16:30			12:00
AM Pk Volume	59	24			60		PM Pk Volume	30	43			51
Pk Hr Factor	0.702	0.600			0.714		Pk Hr Factor	0.625	0.467			0.797
7 - 9 Volume	79	4	0	0	83		4 - 6 Volume	5	58	0	0	63
7 - 9 Peak Hour	07:30	08:00			07:30		4 - 6 Peak Hour	16:00	16:30			16:30
7 - 9 Pk Volume	59	3	0	0	60		4 - 6 PK Volume	3	43	0	0	46
Pk Hr Factor	0.702	0.750	0.000	0.000	0.714		Pk Hr Factor	0.375	0.467	0.000	0.000	0.479

Prepared by NDS/ATD

VOLUME

East South Street and West Driveway

Day: Wednesday
Date: 2/1/2017

City: Anaheim, CA
Project #: 17-1023-003

DAILY TOTALS	IN	OUT	Total
	3	50	53

AM Period	IN	OUT	TOTAL	PM Period	IN	OUT	TOTAL
00:00	0	2	2	12:00	0	2	2
00:15	0	2	2	12:15	0	3	3
00:30	0	0	0	12:30	0	1	1
00:45	0	0	4 0 4	12:45	0	1	7 1 7
01:00	0	0	0	13:00	0	0	0
01:15	0	0	0	13:15	0	0	0
01:30	0	0	0	13:30	0	0	0
01:45	0	0	0	13:45	0	0	0
02:00	0	0	0	14:00	0	0	0
02:15	0	0	0	14:15	0	1	1
02:30	0	0	0	14:30	0	0	0
02:45	0	0	0	14:45	0	0	1 0 1
03:00	0	0	0	15:00	0	0	0
03:15	2	0	2	15:15	0	0	0
03:30	0	0	0	15:30	0	0	0
03:45	0 2	0	0 2	15:45	0	3	3 3 3
04:00	0	2	2	16:00	0	1	1
04:15	0	0	0	16:15	0	0	0
04:30	0	0	0	16:30	0	8	8
04:45	0	0	2 0 2	16:45	0	4	13 4 13
05:00	0	0	0	17:00	0	1	1
05:15	0	0	0	17:15	0	0	0
05:30	0	0	0	17:30	0	1	1
05:45	0	0	0	17:45	0	1	3 1 3
06:00	0	0	0	18:00	0	0	0
06:15	0	0	0	18:15	0	1	1
06:30	0	0	0	18:30	0	0	0
06:45	0	0	0	18:45	0	0	1 0 1
07:00	0	0	0	19:00	0	2	2
07:15	0	0	0	19:15	0	0	0
07:30	0	1	1	19:30	0	0	0
07:45	0	0	1 0 1	19:45	0	0	2 0 2
08:00	0	1	1	20:00	0	0	0
08:15	0	1	1	20:15	0	1	1
08:30	0	1	1	20:30	0	1	1
08:45	0	0	3 0 3	20:45	0	0	2 0 2
09:00	0	0	0	21:00	0	0	0
09:15	0	0	0	21:15	0	0	0
09:30	0	0	0	21:30	0	0	0
09:45	0	1	1 1 1	21:45	0	0	0
10:00	0	0	0	22:00	0	0	0
10:15	0	0	0	22:15	0	1	1
10:30	0	0	0	22:30	0	1	1
10:45	0	2	2 2 2	22:45	0	0	2 0 2
11:00	1	1	2	23:00	0	0	0
11:15	0	1	1	23:15	0	0	0
11:30	0	0	0	23:30	0	0	0
11:45	0 1	1	3 1 4	23:45	0	0	0
TOTALS	3	16	19	TOTALS	34		34
SPLIT %	15.8%	84.2%	35.8%	SPLIT %	100.0%		64.2%

DAILY TOTALS	IN	OUT	Total
	3	50	53

AM Peak Hour	02:30		11:45		11:45	PM Peak Hour	16:00			16:00
AM Pk Volume	2		7		7	PM Pk Volume	13			13
Pk Hr Factor	0.250		0.583		0.583	Pk Hr Factor	0.406			0.406
7 - 9 Volume	0		4	0 0	4	4 - 6 Volume	0	16	0 0	16
7 - 9 Peak Hour			07:30		07:30	4 - 6 Peak Hour		16:00		16:00
7 - 9 Pk Volume	0		3	0 0	3	4 - 6 PK Volume	0	13	0 0	13
Pk Hr Factor	0.000		0.750	0.000 0.000	0.750	Pk Hr Factor	0.000	0.406	0.000 0.000	0.406

APPENDIX A-**3**

TRAFFIC COUNT WORKSHEETS
24-HOUR ADT COUNTS

Prepared by NDS/ATD

VOLUME

Santa Ana St Bet. Anaheim Blvd & East St

Day: Tuesday
Date: 1/31/2017

City: Anaheim
Project #: CA17_1022_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,066	2,740	5,806

AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00			4	2	6		12:00			38	50	88	
00:15			2	5	7		12:15			31	32	63	
00:30			4	3	7		12:30			40	33	73	
00:45			4	14	5	15	9	29	12:45			27	136	31	146	58	282
01:00			5	2	7		13:00			33	42	75	
01:15			5	1	6		13:15			40	36	76	
01:30			3	2	5		13:30			47	40	87	
01:45			2	15	2	7	4	22	13:45			47	167	42	160	89	327
02:00			2	3	5		14:00			72	48	120	
02:15			1	2	3		14:15			64	51	115	
02:30			2	3	5		14:30			63	58	121	
02:45			1	6	1	9	2	15	14:45			44	243	47	204	91	447
03:00			2	1	3		15:00			65	64	129	
03:15			8	2	10		15:15			48	46	94	
03:30			3	1	4		15:30			47	51	98	
03:45			2	15	1	5	3	20	15:45			62	222	57	218	119	440
04:00			1	4	5		16:00			52	52	104	
04:15			2	5	7		16:15			47	54	101	
04:30			7	3	10		16:30			51	52	103	
04:45			17	27	3	15	20	42	16:45			54	204	49	207	103	411
05:00			7	11	18		17:00			61	68	129	
05:15			12	7	19		17:15			45	49	94	
05:30			16	8	24		17:30			57	60	117	
05:45			22	57	12	38	34	95	17:45			53	216	58	235	111	451
06:00			19	23	42		18:00			53	64	117	
06:15			29	20	49		18:15			53	45	98	
06:30			52	26	78		18:30			60	57	117	
06:45			57	157	36	105	93	262	18:45			31	197	36	202	67	399
07:00			54	59	113		19:00			37	42	79	
07:15			68	60	128		19:15			30	36	66	
07:30			70	43	113		19:30			38	42	80	
07:45			77	269	40	202	117	471	19:45			35	140	37	157	72	297
08:00			77	41	118		20:00			30	16	46	
08:15			93	53	146		20:15			39	37	76	
08:30			71	62	133		20:30			33	29	62	
08:45			40	281	41	197	81	478	20:45			36	138	23	105	59	243
09:00			35	32	67		21:00			24	19	43	
09:15			31	23	54		21:15			23	23	46	
09:30			30	35	65		21:30			20	22	42	
09:45			35	131	27	117	62	248	21:45			22	89	18	82	40	171
10:00			30	34	64		22:00			19	14	33	
10:15			25	28	53		22:15			13	13	26	
10:30			39	29	68		22:30			8	12	20	
10:45			34	128	23	114	57	242	22:45			12	52	7	46	19	98
11:00			24	36	60		23:00			12	6	18	
11:15			33	29	62		23:15			8	8	16	
11:30			34	34	68		23:30			6	8	14	
11:45			42	133	28	127	70	260	23:45			3	29	5	27	8	56
TOTALS				1233		951		2184	TOTALS				1833		1789		3622
SPLIT %				56.5%		43.5%		37.6%	SPLIT %				50.6%		49.4%		62.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,066	2,740	5,806

AM Peak Hour			07:45	07:00	07:45		PM Peak Hour			13:45	17:00	14:15
AM Pk Volume			318	202	514		PM Pk Volume			246	235	456
Pk Hr Factor			0.855	0.842	0.880		Pk Hr Factor			0.854	0.864	0.884
7 - 9 Volume	0	0	550	399	949		4 - 6 Volume	0	0	420	442	862
7 - 9 Peak Hour			07:45	07:00	07:45		4 - 6 Peak Hour			16:45	17:00	17:00
7 - 9 Pk Volume	0	0	318	202	514		4 - 6 Pk Volume	0	0	217	235	451
Pk Hr Factor	0.000	0.000	0.855	0.842	0.880		Pk Hr Factor	0.000	0.000	0.889	0.864	0.874

Prepared by NDS/ATD

VOLUME

Santa Ana St Bet. East St & State College Blvd

Day: Wednesday
Date: 3/1/2017

City: Anaheim
Project #: CA17_1022_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,299	3,684	6,983

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			10		2		12		12:00			36		47		83	
00:15			2		1		3		12:15			47		68		115	
00:30			3		4		7		12:30			49		41		90	
00:45			3	18	1	8	4	26	12:45			56	188	57	213	113	401
01:00			2		2		4		13:00			50		88		138	
01:15			3		3		6		13:15			45		82		127	
01:30			1		1		2		13:30			51		60		111	
01:45			1	7	1	7	2	14	13:45			49	195	69	299	118	494
02:00			1		0		1		14:00			57		75		132	
02:15			3		3		6		14:15			74		66		140	
02:30			1		3		4		14:30			53		72		125	
02:45			3	8	3	9	6	17	14:45			64	248	75	288	139	536
03:00			1		6		7		15:00			59		57		116	
03:15			6		9		15		15:15			60		72		132	
03:30			7		7		14		15:30			66		83		149	
03:45			3	17	13	35	16	52	15:45			50	235	71	283	121	518
04:00			4		16		20		16:00			63		68		131	
04:15			8		15		23		16:15			52		97		149	
04:30			13		19		32		16:30			69		79		148	
04:45			12	37	24	74	36	111	16:45			56	240	73	317	129	557
05:00			11		28		39		17:00			55		65		120	
05:15			9		33		42		17:15			56		62		118	
05:30			27		44		71		17:30			56		68		124	
05:45			14	61	65	170	79	231	17:45			51	218	53	248	104	466
06:00			24		90		114		18:00			64		51		115	
06:15			40		97		137		18:15			68		59		127	
06:30			41		44		85		18:30			52		45		97	
06:45			60	165	37	268	97	433	18:45			60	244	44	199	104	443
07:00			53		45		98		19:00			44		35		79	
07:15			65		51		116		19:15			39		40		79	
07:30			68		55		123		19:30			44		36		80	
07:45			63	249	52	203	115	452	19:45			41	168	40	151	81	319
08:00			71		43		114		20:00			50		21		71	
08:15			55		50		105		20:15			30		19		49	
08:30			36		61		97		20:30			33		30		63	
08:45			43	205	49	203	92	408	20:45			30	143	21	91	51	234
09:00			26		27		53		21:00			28		19		47	
09:15			31		42		73		21:15			23		10		33	
09:30			33		36		69		21:30			29		13		42	
09:45			31	121	47	152	78	273	21:45			21	101	14	56	35	157
10:00			39		41		80		22:00			21		9		30	
10:15			28		51		79		22:15			14		8		22	
10:30			36		44		80		22:30			19		7		26	
10:45			29	132	35	171	64	303	22:45			9	63	11	35	20	98
11:00			42		46		88		23:00			19		3		22	
11:15			46		48		94		23:15			14		0		14	
11:30			50		48		98		23:30			4		5		9	
11:45			53	191	46	188	99	379	23:45			8	45	8	16	16	61
TOTALS				1211		1488		2699	TOTALS				2088		2196		4284
SPLIT %				44.9%		55.1%		38.7%	SPLIT %				48.7%		51.3%		61.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,299	3,684	6,983

AM Peak Hour			07:15	05:30	07:15	PM Peak Hour			14:15	15:30	16:00
AM Pk Volume			267	296	468	PM Pk Volume			250	319	557
Pk Hr Factor			0.940	0.763	0.951	Pk Hr Factor			0.845	0.822	0.935
7 - 9 Volume	0	0	454	406	860	4 - 6 Volume	0	0	458	565	1023
7 - 9 Peak Hour			07:15	07:45	07:15	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	267	206	468	4 - 6 Pk Volume	0	0	240	317	557
Pk Hr Factor	0.000	0.000	0.940	0.844	0.951	Pk Hr Factor	0.000	0.000	0.870	0.817	0.935

Prepared by NDS/ATD

VOLUME

South St Bet. Anaheim Blvd & East St

Day: Tuesday
Date: 1/31/2017

City: Anaheim
Project #: CA17_1022_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,283	3,248	6,531

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			4		8		12		12:00			35		32		67	
00:15			7		7		14		12:15			28		43		71	
00:30			4		2		6		12:30			40		38		78	
00:45			3	18	1	18	4	36	12:45			38	141	44	157	82	298
01:00			2		1		3		13:00			41		38		79	
01:15			4		1		5		13:15			49		37		86	
01:30			5		4		9		13:30			63		41		104	
01:45			5	16	4	10	9	26	13:45			45	198	56	172	101	370
02:00			5		0		5		14:00			94		55		149	
02:15			0		0		0		14:15			79		33		112	
02:30			3		1		4		14:30			48		76		124	
02:45			1	9	1	2	2	11	14:45			59	280	65	229	124	509
03:00			1		3		4		15:00			39		48		87	
03:15			3		1		4		15:15			62		30		92	
03:30			6		3		9		15:30			59		72		131	
03:45			4	14	2	9	6	23	15:45			62	222	52	202	114	424
04:00			5		2		7		16:00			59		71		130	
04:15			7		4		11		16:15			55		58		113	
04:30			12		6		18		16:30			39		84		123	
04:45			8	32	8	20	16	52	16:45			49	202	66	279	115	481
05:00			7		6		13		17:00			63		81		144	
05:15			20		8		28		17:15			56		83		139	
05:30			23		19		42		17:30			45		67		112	
05:45			26	76	22	55	48	131	17:45			77	241	73	304	150	545
06:00			21		20		41		18:00			63		77		140	
06:15			31		34		65		18:15			42		64		106	
06:30			33		27		60		18:30			61		53		114	
06:45			55	140	54	135	109	275	18:45			54	220	43	237	97	457
07:00			69		56		125		19:00			28		45		73	
07:15			120		73		193		19:15			39		46		85	
07:30			86		48		134		19:30			37		45		82	
07:45			69	344	48	225	117	569	19:45			25	129	31	167	56	296
08:00			67		64		131		20:00			34		23		57	
08:15			73		64		137		20:15			43		24		67	
08:30			81		65		146		20:30			40		31		71	
08:45			47	268	71	264	118	532	20:45			35	152	26	104	61	256
09:00			37		38		75		21:00			33		34		67	
09:15			31		27		58		21:15			20		23		43	
09:30			24		34		58		21:30			26		21		47	
09:45			22	114	25	124	47	238	21:45			30	109	33	111	63	220
10:00			28		37		65		22:00			33		25		58	
10:15			29		35		64		22:15			18		18		36	
10:30			27		38		65		22:30			13		18		31	
10:45			31	115	45	155	76	270	22:45			10	74	9	70	19	144
11:00			34		42		76		23:00			16		18		34	
11:15			30		34		64		23:15			14		9		23	
11:30			33		43		76		23:30			10		10		20	
11:45			25	122	31	150	56	272	23:45			7	47	12	49	19	96
TOTALS				1268		1167		2435	TOTALS				2015		2081		4096
SPLIT %				52.1%		47.9%		37.3%	SPLIT %				49.2%		50.8%		62.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,283	3,248	6,531

AM Peak Hour			07:00	08:00	07:15	PM Peak Hour			13:30	16:30	17:00
AM Pk Volume			344	264	575	PM Pk Volume			281	314	545
Pk Hr Factor			0.717	0.930	0.745	Pk Hr Factor			0.747	0.935	0.908
7 - 9 Volume	0	0	612	489	1101	4 - 6 Volume	0	0	443	583	1026
7 - 9 Peak Hour			07:00	08:00	07:15	4 - 6 Peak Hour			17:00	16:30	17:00
7 - 9 Pk Volume	0	0	344	264	575	4 - 6 Pk Volume	0	0	241	314	545
Pk Hr Factor	0.000	0.000	0.717	0.930	0.745	Pk Hr Factor	0.000	0.000	0.782	0.935	0.908

Prepared by NDS/ATD

VOLUME

South St Bet. East St & State College Blvd

Day: Tuesday
Date: 1/31/2017

City: Anaheim
Project #: CA17_1022_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,492	2,612	5,104

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			1		4		5		12:00			26		25		51	
00:15			1		3		4		12:15			31		38		69	
00:30			4		1		5		12:30			26		37		63	
00:45			1	7	2	10	3	17	12:45			34	117	43	143	77	260
01:00			0		2		2		13:00			37		25		62	
01:15			1		1		2		13:15			24		26		50	
01:30			1		3		4		13:30			44		32		76	
01:45			1	3	3	9	4	12	13:45			32	137	30	113	62	250
02:00			1		1		2		14:00			61		38		99	
02:15			1		0		1		14:15			62		42		104	
02:30			3		4		7		14:30			46		76		122	
02:45			1	6	0	5	1	11	14:45			40	209	71	227	111	436
03:00			0		1		1		15:00			42		45		87	
03:15			3		1		4		15:15			42		34		76	
03:30			1		0		1		15:30			47		54		101	
03:45			3	7	4	6	7	13	15:45			55	186	36	169	91	355
04:00			5		3		8		16:00			50		56		106	
04:15			8		2		10		16:15			51		64		115	
04:30			7		4		11		16:30			44		55		99	
04:45			8	28	6	15	14	43	16:45			60	205	33	208	93	413
05:00			8		9		17		17:00			50		53		103	
05:15			18		3		21		17:15			50		75		125	
05:30			17		11		28		17:30			56		58		114	
05:45			22	65	13	36	35	101	17:45			49	205	65	251	114	456
06:00			20		15		35		18:00			47		59		106	
06:15			21		27		48		18:15			30		45		75	
06:30			27		22		49		18:30			41		44		85	
06:45			51	119	33	97	84	216	18:45			36	154	33	181	69	335
07:00			31		28		59		19:00			26		41		67	
07:15			46		37		83		19:15			21		37		58	
07:30			46		32		78		19:30			30		38		68	
07:45			37	160	50	147	87	307	19:45			15	92	37	153	52	245
08:00			63		55		118		20:00			18		19		37	
08:15			72		59		131		20:15			29		23		52	
08:30			85		71		156		20:30			30		27		57	
08:45			39	259	66	251	105	510	20:45			21	98	19	88	40	186
09:00			27		27		54		21:00			23		26		49	
09:15			24		23		47		21:15			14		27		41	
09:30			13		21		34		21:30			17		21		38	
09:45			29	93	19	90	48	183	21:45			16	70	28	102	44	172
10:00			20		30		50		22:00			19		19		38	
10:15			22		23		45		22:15			14		25		39	
10:30			17		17		34		22:30			6		15		21	
10:45			24	83	31	101	55	184	22:45			8	47	10	69	18	116
11:00			39		28		67		23:00			6		10		16	
11:15			19		27		46		23:15			4		7		11	
11:30			33		27		60		23:30			8		8		16	
11:45			31	122	27	109	58	231	23:45			2	20	7	32	9	52
TOTALS				952		876		1828	TOTALS				1540		1736		3276
SPLIT %				52.1%		47.9%		35.8%	SPLIT %				47.0%		53.0%		64.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,492	2,612	5,104

AM Peak Hour			08:00	08:00	08:00	PM Peak Hour			16:45	17:15	17:15
AM Pk Volume			259	251	510	PM Pk Volume			216	257	459
Pk Hr Factor			0.762	0.884	0.817	Pk Hr Factor			0.900	0.857	0.918
7 - 9 Volume	0	0	419	398	817	4 - 6 Volume	0	0	410	459	869
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:45	17:00	17:00
7 - 9 Pk Volume	0	0	259	251	510	4 - 6 Pk Volume	0	0	216	251	456
Pk Hr Factor	0.000	0.000	0.762	0.884	0.817	Pk Hr Factor	0.000	0.000	0.900	0.837	0.912

Prepared by NDS/ATD

VOLUME

East St Bet. Santa Ana St & South St

Day: Tuesday
Date: 1/31/2017

City: Anaheim
Project #: CA17_1022_005

DAILY TOTALS	NB	SB	EB	WB	Total
	6,754	7,510	0	0	14,264

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	13		13						26		12:00	97		87						184	
00:15	10		8						18		12:15	72		95						167	
00:30	6		9						15		12:30	89		81						170	
00:45	3	32	4	34					7	66	12:45	102	360	94	357					196	717
01:00	4		5						9		13:00	94		97						191	
01:15	6		3						9		13:15	80		115						195	
01:30	11		2						13		13:30	96		100						196	
01:45	7	28	6	16					13	44	13:45	90	360	121	433					211	793
02:00	9		4						13		14:00	102		96						198	
02:15	9		2						11		14:15	103		105						208	
02:30	3		4						7		14:30	112		111						223	
02:45	4	25	3	13					7	38	14:45	131	448	112	424					243	872
03:00	4		8						12		15:00	129		143						272	
03:15	4		6						10		15:15	145		104						249	
03:30	10		17						27		15:30	171		119						290	
03:45	6	24	8	39					14	63	15:45	124	569	121	487					245	1056
04:00	9		9						18		16:00	166		123						289	
04:15	10		16						26		16:15	147		102						249	
04:30	16		31						47		16:30	194		121						315	
04:45	21	56	40	96					61	152	16:45	165	672	113	459					278	1131
05:00	24		29						53		17:00	202		124						326	
05:15	31		38						69		17:15	193		132						325	
05:30	36		71						107		17:30	173		131						304	
05:45	48	139	108	246					156	385	17:45	156	724	120	507					276	1231
06:00	35		96						131		18:00	153		97						250	
06:15	50		102						152		18:15	123		101						224	
06:30	76		126						202		18:30	117		94						211	
06:45	81	242	196	520					277	762	18:45	103	496	81	373					184	869
07:00	95		170						265		19:00	99		70						169	
07:15	101		181						282		19:15	85		91						176	
07:30	98		233						331		19:30	64		80						144	
07:45	97	391	259	843					356	1234	19:45	63	311	66	307					129	618
08:00	102		202						304		20:00	57		60						117	
08:15	86		164						250		20:15	53		64						117	
08:30	78		161						239		20:30	70		63						133	
08:45	68	334	146	673					214	1007	20:45	54	234	61	248					115	482
09:00	73		91						164		21:00	43		46						89	
09:15	65		98						163		21:15	59		47						106	
09:30	67		79						146		21:30	50		40						90	
09:45	72	277	86	354					158	631	21:45	36	188	46	179					82	367
10:00	62		82						144		22:00	54		36						90	
10:15	71		98						169		22:15	50		35						85	
10:30	73		88						161		22:30	35		27						62	
10:45	61	267	95	363					156	630	22:45	27	166	17	115					44	281
11:00	76		78						154		23:00	24		22						46	
11:15	91		92						183		23:15	18		15						33	
11:30	78		92						170		23:30	20		12						32	
11:45	88	333	98	360					186	693	23:45	16	78	15	64					31	142
TOTALS		2148		3557						5705	TOTALS		4606		3953						8559
SPLIT %		37.7%		62.3%						40.0%	SPLIT %		53.8%		46.2%						60.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	6,754	7,510	0	0	14,264

AM Peak Hour	07:15	07:15			07:15	PM Peak Hour	16:30	17:00			16:30
AM Pk Volume	398	875			1273	PM Pk Volume	754	507			1244
Pk Hr Factor	0.975	0.845			0.894	Pk Hr Factor	0.933	0.960			0.954
7 - 9 Volume	725	1516	0	0	2241	4 - 6 Volume	1396	966	0	0	2362
7 - 9 Peak Hour	07:15	07:15			07:15	4 - 6 Peak Hour	16:30	17:00			16:30
7 - 9 Pk Volume	398	875	0	0	1273	4 - 6 Pk Volume	754	507	0	0	1244
Pk Hr Factor	0.975	0.845	0.000	0.000	0.894	Pk Hr Factor	0.933	0.960	0.000	0.000	0.954

Prepared by NDS/ATD

VOLUME

East St Bet. South St & Ball Rd

Day: Wednesday
Date: 3/1/2017

City: Anaheim
Project #: CA17_1022_006

DAILY TOTALS	NB	SB	EB	WB	Total
	6,385	7,438	0	0	13,823

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		6						6		12:00	109		103						212	
00:15	0		4						4		12:15	100		96						196	
00:30	0		4						4		12:30	101		108						209	
00:45	1	1	3	17					4	18	12:45	86	396	83	390					169	786
01:00	1		7						8		13:00	89		108						197	
01:15	0		3						3		13:15	80		110						190	
01:30	0		2						2		13:30	107		96						203	
01:45	6	7	2	14					8	21	13:45	83	359	108	422					191	781
02:00	9		2						11		14:00	121		85						206	
02:15	1		2						3		14:15	106		95						201	
02:30	4		1						5		14:30	124		101						225	
02:45	7	21	0	5					7	26	14:45	119	470	96	377					215	847
03:00	3		9						12		15:00	123		120						243	
03:15	2		10						12		15:15	133		126						259	
03:30	2		14						16		15:30	145		123						268	
03:45	3	10	13	46					16	56	15:45	146	547	119	488					265	1035
04:00	8		12						20		16:00	138		134						272	
04:15	11		20						31		16:15	149		101						250	
04:30	14		33						47		16:30	154		118						272	
04:45	13	46	49	114					62	160	16:45	169	610	105	458					274	1068
05:00	27		35						62		17:00	184		128						312	
05:15	15		48						63		17:15	187		125						312	
05:30	34		89						123		17:30	184		132						316	
05:45	33	109	130	302					163	411	17:45	170	725	110	495					280	1220
06:00	28		76						104		18:00	164		109						273	
06:15	43		103						146		18:15	142		75						217	
06:30	57		136						193		18:30	97		87						184	
06:45	60	188	204	519					264	707	18:45	122	525	75	346					197	871
07:00	71		196						267		19:00	86		58						144	
07:15	81		196						277		19:15	83		71						154	
07:30	83		246						329		19:30	58		61						119	
07:45	89	324	260	898					349	1222	19:45	59	286	54	244					113	530
08:00	98		218						316		20:00	56		52						108	
08:15	53		160						213		20:15	60		42						102	
08:30	66		179						245		20:30	62		49						111	
08:45	86	303	146	703					232	1006	20:45	54	232	41	184					95	416
09:00	65		107						172		21:00	50		42						92	
09:15	74		89						163		21:15	51		46						97	
09:30	77		93						170		21:30	36		33						69	
09:45	58	274	79	368					137	642	21:45	31	168	33	154					64	322
10:00	67		92						159		22:00	34		31						65	
10:15	66		81						147		22:15	30		19						49	
10:30	72		96						168		22:30	24		16						40	
10:45	89	294	87	356					176	650	22:45	17	105	17	83					34	188
11:00	91		91						182		23:00	10		14						24	
11:15	90		85						175		23:15	8		14						22	
11:30	103		112						215		23:30	2		7						9	
11:45	80	364	122	410					202	774	23:45	1	21	10	45					11	66
TOTALS		1941		3752						5693	TOTALS		4444		3686						8130
SPLIT %		34.1%		65.9%						41.2%	SPLIT %		54.7%		45.3%						58.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	6,385	7,438	0	0	13,823

AM Peak Hour	11:30	07:15			07:15	PM Peak Hour	17:00	15:15			17:00
AM Pk Volume	392	920			1271	PM Pk Volume	725	502			1220
Pk Hr Factor	0.899	0.885			0.910	Pk Hr Factor	0.969	0.937			0.965
7 - 9 Volume	627	1601	0	0	2228	4 - 6 Volume	1335	953	0	0	2288
7 - 9 Peak Hour	07:15	07:15			07:15	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	351	920	0	0	1271	4 - 6 Pk Volume	725	495	0	0	1220
Pk Hr Factor	0.895	0.885	0.000	0.000	0.910	Pk Hr Factor	0.969	0.938	0.000	0.000	0.965

Prepared by NDS/ATD

VOLUME

State College Blvd Bet. South St & Ball Rd

Day: Tuesday
Date: 1/31/2017

City: Anaheim
Project #: CA17_1022_007

DAILY TOTALS	NB	SB	EB	WB	Total
	11,817	12,096	0	0	23,913

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	29		15						44		12:00	178		151						329	
00:15	26		19						45		12:15	184		175						359	
00:30	20		11						31		12:30	171		158						329	
00:45	15	90	12	57					27	147	12:45	169	702	188	672					357	1374
01:00	10		5						15		13:00	155		183						338	
01:15	14		7						21		13:15	174		162						336	
01:30	9		9						18		13:30	139		185						324	
01:45	14	47	6	27					20	74	13:45	199	667	185	715					384	1382
02:00	12		7						19		14:00	208		168						376	
02:15	11		4						15		14:15	200		165						365	
02:30	11		11						22		14:30	222		192						414	
02:45	8	42	7	29					15	71	14:45	199	829	230	755					429	1584
03:00	9		10						19		15:00	223		173						396	
03:15	9		8						17		15:15	211		170						381	
03:30	8		13						21		15:30	244		199						443	
03:45	6	32	24	55					30	87	15:45	256	934	227	769					483	1703
04:00	9		21						30		16:00	248		201						449	
04:15	14		27						41		16:15	268		209						477	
04:30	23		41						64		16:30	286		196						482	
04:45	21	67	37	126					58	193	16:45	284	1086	202	808					486	1894
05:00	18		35						53		17:00	352		203						555	
05:15	24		54						78		17:15	345		202						547	
05:30	26		59						85		17:30	314		212						526	
05:45	56	124	80	228					136	352	17:45	311	1322	199	816					510	2138
06:00	51		88						139		18:00	255		189						444	
06:15	80		166						246		18:15	243		173						416	
06:30	124		220						344		18:30	205		172						377	
06:45	97	352	294	768					391	1120	18:45	157	860	141	675					298	1535
07:00	124		296						420		19:00	168		112						280	
07:15	154		343						497		19:15	143		124						267	
07:30	126		352						478		19:30	139		96						235	
07:45	166	570	368	1359					534	1929	19:45	127	577	103	435					230	1012
08:00	180		338						518		20:00	116		96						212	
08:15	204		330						534		20:15	99		90						189	
08:30	250		326						576		20:30	92		79						171	
08:45	157	791	257	1251					414	2042	20:45	95	402	65	330					160	732
09:00	128		145						273		21:00	114		71						185	
09:15	102		160						262		21:15	101		68						169	
09:30	92		137						229		21:30	84		54						138	
09:45	110	432	141	583					251	1015	21:45	105	404	62	255					167	659
10:00	116		145						261		22:00	74		90						164	
10:15	119		130						249		22:15	102		53						155	
10:30	105		104						209		22:30	55		48						103	
10:45	143	483	125	504					268	987	22:45	52	283	34	225					86	508
11:00	123		133						256		23:00	45		24						69	
11:15	126		135						261		23:15	47		22						69	
11:30	156		130						286		23:30	26		20						46	
11:45	162	567	165	563					327	1130	23:45	36	154	25	91					61	245
TOTALS		3597		5550						9147	TOTALS		8220		6546						14766
SPLIT %		39.3%		60.7%						38.3%	SPLIT %		55.7%		44.3%						61.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	11,817	12,096	0	0	23,913

AM Peak Hour	07:45	07:15			07:45	PM Peak Hour	17:00	15:30			17:00
AM Pk Volume	800	1401			2162	PM Pk Volume	1322	836			2138
Pk Hr Factor	0.800	0.952			0.938	Pk Hr Factor	0.939	0.921			0.963
7 - 9 Volume	1361	2610	0	0	3971	4 - 6 Volume	2408	1624	0	0	4032
7 - 9 Peak Hour	07:45	07:15			07:45	4 - 6 Peak Hour	17:00	16:45			17:00
7 - 9 Pk Volume	800	1401	0	0	2162	4 - 6 PK Volume	1322	819	0	0	2138
Pk Hr Factor	0.800	0.952	0.000	0.000	0.938	Pk Hr Factor	0.939	0.966	0.000	0.000	0.963

Prepared by NDS/ATD

VOLUME

Ball Rd Bet. East St & State College Blvd

Day: Tuesday
Date: 1/31/2017

City: Anaheim
Project #: CA17_1022_008

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	18,704	18,898	37,602

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			30		37		67		12:00			269		259		528	
00:15			38		31		69		12:15			274		304		578	
00:30			23		27		50		12:30			226		327		553	
00:45			30	121	21	116	51	237	12:45			243	1012	305	1195	548	2207
01:00			32		14		46		13:00			241		289		530	
01:15			27		22		49		13:15			232		266		498	
01:30			30		16		46		13:30			258		322		580	
01:45			29	118	17	69	46	187	13:45			282	1013	296	1173	578	2186
02:00			23		23		46		14:00			297		305		602	
02:15			20		24		44		14:15			260		260		520	
02:30			11		26		37		14:30			327		295		622	
02:45			21	75	21	94	42	169	14:45			258	1142	295	1155	553	2297
03:00			19		18		37		15:00			276		302		578	
03:15			17		21		38		15:15			290		330		620	
03:30			29		52		81		15:30			368		319		687	
03:45			34	99	33	124	67	223	15:45			308	1242	367	1318	675	2560
04:00			25		44		69		16:00			309		333		642	
04:15			37		88		125		16:15			336		346		682	
04:30			65		96		161		16:30			331		309		640	
04:45			67	194	108	336	175	530	16:45			303	1279	358	1346	661	2625
05:00			71		124		195		17:00			359		370		729	
05:15			98		138		236		17:15			397		382		779	
05:30			133		160		293		17:30			336		372		708	
05:45			155	457	170	592	325	1049	17:45			295	1387	340	1464	635	2851
06:00			139		151		290		18:00			351		322		673	
06:15			177		170		347		18:15			274		280		554	
06:30			259		235		494		18:30			260		242		502	
06:45			304	879	229	785	533	1664	18:45			226	1111	184	1028	410	2139
07:00			281		239		520		19:00			274		215		489	
07:15			330		274		604		19:15			212		161		373	
07:30			346		263		609		19:30			193		143		336	
07:45			378	1335	262	1038	640	2373	19:45			192	871	128	647	320	1518
08:00			285		304		589		20:00			253		135		388	
08:15			326		304		630		20:15			217		128		345	
08:30			280		268		548		20:30			266		129		395	
08:45			266	1157	286	1162	552	2319	20:45			279	1015	119	511	398	1526
09:00			227		271		498		21:00			284		115		399	
09:15			203		298		501		21:15			213		168		381	
09:30			209		272		481		21:30			192		113		305	
09:45			186	825	266	1107	452	1932	21:45			154	843	150	546	304	1389
10:00			181		286		467		22:00			146		164		310	
10:15			169		341		510		22:15			123		135		258	
10:30			223		266		489		22:30			98		95		193	
10:45			225	798	259	1152	484	1950	22:45			81	448	92	486	173	934
11:00			215		280		495		23:00			69		69		138	
11:15			244		286		530		23:15			98		79		177	
11:30			273		296		569		23:30			69		63		132	
11:45			258	990	314	1176	572	2166	23:45			57	293	67	278	124	571
TOTALS				7048		7751		14799	TOTALS				11656		11147		22803
SPLIT %				47.6%		52.4%		39.4%	SPLIT %				51.1%		48.9%		60.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	18,704	18,898	37,602

AM Peak Hour			07:15	11:45	07:30	PM Peak Hour		16:45	16:45	16:45
AM Pk Volume			1339	1204	2468	PM Pk Volume		1395	1482	2877
Pk Hr Factor			0.886	0.920	0.964	Pk Hr Factor		0.878	0.970	0.923
7 - 9 Volume	0	0	2492	2200	4692	4 - 6 Volume	0	2666	2810	5476
7 - 9 Peak Hour			07:15	08:00	07:30	4 - 6 Peak Hour		16:45	16:45	16:45
7 - 9 Pk Volume	0	0	1339	1162	2468	4 - 6 Pk Volume	0	1395	1482	2877
Pk Hr Factor	0.000	0.000	0.886	0.956	0.964	Pk Hr Factor	0.000	0.878	0.970	0.923

APPENDIX B

INTERSECTION ANALYSIS WORKSHEETS

APPENDIX B-1

INTERSECTION ANALYSIS WORKSHEETS – EXISTING CONDITIONS

Scenario Report

Scenario:	Ex_AM
Command:	Ex_AM
Volume:	Ex_AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Existing_AM
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Anaheim Blvd & Santa Ana St	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 2 East St & Santa Ana St	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000 V/C
# 3 Anaheim Blvd & South St	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000 V/C
# 4 East St & South St	C	xxxxx	0.741	C	xxxxx	0.741	+ 0.000 V/C
# 5 State College Blvd & South St	B	xxxxx	0.660	B	xxxxx	0.660	+ 0.000 V/C
# 6 East St & Ball Rd	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000 V/C
# 7 State College Blvd & Ball Rd	C	xxxxx	0.723	C	xxxxx	0.723	+ 0.000 V/C
# 8 Santa Ana Street Driveway	B	11.5	0.029	B	11.5	0.029	+ 0.000 D/V
# 9 South Street West Driveway	A	9.4	0.002	A	9.4	0.002	+ 0.000 D/V
# 10 South Street East Driveway	A	9.5	0.029	A	9.5	0.029	+ 0.000 D/V

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Anaheim Blvd & Santa Ana St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.616
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Anaheim Blvd						Santa Ana St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1! 0	0	0 1! 0
Volume Module:												
Base Vol:	31	494	34	41	854	33	56	204	87	65	178	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	494	34	41	854	33	56	204	87	65	178	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	494	34	41	854	33	56	204	87	65	178	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	34	536	37	44	926	36	61	221	94	70	193	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	536	37	44	926	36	61	221	94	70	193	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	536	37	44	926	36	61	221	94	70	193	42
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.93	0.07	0.16	0.59	0.25	0.23	0.63	0.14
Final Sat.:	1700	3181	219	1700	3274	126	274	999	426	392	1073	235
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.03	0.28	0.28	0.04	0.22	0.22	0.04	0.18	0.18
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 East St & Santa Ana St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.517
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	East St						Santa Ana St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0 0	1	0 0 1 0
Volume Module:												
Base Vol:	32	334	30	60	704	36	94	171	85	61	120	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	334	30	60	704	36	94	171	85	61	120	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	334	30	60	704	36	94	171	85	61	120	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	35	369	33	66	777	40	104	189	94	67	132	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	369	33	66	777	40	104	189	94	67	132	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	369	33	66	777	40	104	189	94	67	132	83
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.90	0.10	1.00	0.67	0.33	1.00	0.62	0.38
Final Sat.:	1700	3120	280	1700	3235	165	1700	1136	564	1700	1046	654
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.04	0.24	0.24	0.06	0.17	0.17	0.04	0.13	0.13
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Anaheim Blvd & South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Anaheim Blvd						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1	0	1	0 1	1	0	0 1	0	1	0
Volume Module:												
Base Vol:	14	470	43	35	972	20	32	106	45	153	122	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	470	43	35	972	20	32	106	45	153	122	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	470	43	35	972	20	32	106	45	153	122	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	15	513	47	38	1061	22	35	116	49	167	133	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	513	47	38	1061	22	35	116	49	167	133	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	513	47	38	1061	22	35	116	49	167	133	60
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.96	0.04	1.00	0.70	0.30	1.00	0.69	0.31
Final Sat.:	1700	3115	285	1700	3331	69	1700	1193	507	1700	1172	528
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.02	0.32	0.32	0.02	0.10	0.10	0.10	0.11	0.11
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 East St & South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.741
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

Street Name:	East St						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0	1	1	0	0 1	0	1	0
Volume Module:												
Base Vol:	33	264	33	42	745	61	47	159	82	80	97	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	264	33	42	745	61	47	159	82	80	97	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	264	33	42	745	61	47	159	82	80	97	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	35	282	35	45	796	65	50	170	88	85	104	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	282	35	45	796	65	50	170	88	85	104	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	282	35	45	796	65	50	170	88	85	104	80
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.66	0.34	1.00	0.56	0.44
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	1122	578	1700	959	741
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.02	0.03	0.47	0.04	0.03	0.15	0.15	0.05	0.11	0.11
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 State College Blvd & South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Street Name:	State College Blvd						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	71	815	18	15	1319	163	221	8	80	28	9	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	815	18	15	1319	163	221	8	80	28	9	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	815	18	15	1319	163	221	8	80	28	9	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	82	937	21	17	1516	187	254	9	92	32	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	937	21	17	1516	187	254	9	92	32	10	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	937	21	17	1516	187	254	9	92	32	10	10
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	1.00	2.67	0.33	0.71	0.03	0.26	0.61	0.19	0.20
Final Sat.:	1700	4990	110	1700	4539	561	1216	44	440	1035	333	333
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.01	0.33	0.33	0.15	0.21	0.21	0.02	0.03	0.03
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 East St & Ball Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Street Name:	East St						Ball Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	2	0 0	0 1	1	0 3	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	443	0	406	168	980	0	0	931	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	443	0	406	168	980	0	0	931	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	443	0	406	168	980	0	0	931	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	461	0	422	175	1020	0	0	969	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	461	0	422	175	1020	0	0	969	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	461	0	422	175	1020	0	0	969	180
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	3400	0	1700	1700	5100	0	0	4301	799
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.25	0.10	0.20	0.00	0.00	0.23	0.23
Crit Moves:						****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 State College Blvd & Ball Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.723
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

Street Name:	State College Blvd						Ball Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 2	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	120	486	110	251	1029	252	219	825	324	263	848	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	486	110	251	1029	252	219	825	324	263	848	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	486	110	251	1029	252	219	825	324	263	848	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	121	491	111	254	1039	255	221	833	327	266	857	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	491	111	254	1039	255	221	833	327	266	857	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	491	111	254	1039	255	221	833	327	266	857	87
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.41	0.59	1.00	2.15	0.85	1.00	2.72	0.28
Final Sat.:	3400	5100	1700	3400	4097	1003	1700	3662	1438	1700	4630	470
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.07	0.07	0.25	0.25	0.13	0.23	0.23	0.16	0.18	0.18
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Santa Ana Street Driveway

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[11.5]

Street Name:	Proj Driveway									Santa Ana St					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	0	1	0	0	1	0	0	0
Volume Module:																				
Base Vol:	15	0	8	0	0	0	0	0	0	0	292	30	15	184	0					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	15	0	8	0	0	0	0	0	0	0	292	30	15	184	0					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	15	0	8	0	0	0	0	0	0	0	292	30	15	184	0					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	15	0	8	0	0	0	0	0	0	0	292	30	15	184	0					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
FinalVolume:	15	0	8	0	0	0	0	0	0	0	292	30	15	184	0					
Critical Gap Module:																				
Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	521	521	307	525	536	184	xxxx	xxxx	xxxxx	322	xxxx	xxxxx								
Potent Cap.:	519	463	738	466	454	864	xxxx	xxxx	xxxxx	1249	xxxx	xxxxx								
Move Cap.:	514	457	738	457	448	864	xxxx	xxxx	xxxxx	1249	xxxx	xxxxx								
Volume/Cap:	0.03	0.00	0.01	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.01	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx								
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	575	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx								
Shrd ConDel:	xxxxx	11.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx								
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*								
ApproachDel:	11.5			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	B			*			*			*										

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 South Street West Driveway

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[9.4]

Street Name:	Proj Driveway						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	2	0	342	0	0	233	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	2	0	342	0	0	233	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	2	0	342	0	0	233	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	2	0	342	0	0	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	2	0	342	0	0	233	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	233	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	811	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	811	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			9.4			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 South Street East Driveway

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A[9.5]

Street Name:	Proj Driveway						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	1	38	342	0	0	233	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	1	38	342	0	0	233	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	1	38	342	0	0	233	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	1	38	342	0	0	233	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	1	38	342	0	0	233	21
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	244	254	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	800	1323	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	800	1323	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.5			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

Scenario Report

Scenario:	Ex_PM
Command:	Ex_PM.rtf
Volume:	Ex_PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Existing_PM
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Anaheim Blvd & Santa Ana St	B	xxxxx	0.659	B	xxxxx	0.659	+ 0.000 V/C
# 2 East St & Santa Ana St	A	xxxxx	0.532	A	xxxxx	0.532	+ 0.000 V/C
# 3 Anaheim Blvd & South St	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C
# 4 East St & South St	B	xxxxx	0.648	B	xxxxx	0.648	+ 0.000 V/C
# 5 State College Blvd & South St	A	xxxxx	0.497	A	xxxxx	0.497	+ 0.000 V/C
# 6 East St & Ball Rd	C	xxxxx	0.736	C	xxxxx	0.736	+ 0.000 V/C
# 7 State College Blvd & Ball Rd	C	xxxxx	0.725	C	xxxxx	0.725	+ 0.000 V/C
# 8 Santa Ana Street Driveway	B	11.0	0.046	B	11.0	0.046	+ 0.000 D/V
# 9 South Street West Driveway	A	9.9	0.018	A	9.9	0.018	+ 0.000 D/V
# 10 South Street East Driveway	B	11.1	0.038	B	11.1	0.038	+ 0.000 D/V

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Anaheim Blvd & Santa Ana St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Anaheim Blvd						Santa Ana St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	72	1059	48	65	715	54	46	171	42	49	221	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	1059	48	65	715	54	46	171	42	49	221	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	1059	48	65	715	54	46	171	42	49	221	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	75	1109	50	68	749	57	48	179	44	51	231	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1109	50	68	749	57	48	179	44	51	231	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	1109	50	68	749	57	48	179	44	51	231	57
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.86	0.14	0.18	0.66	0.16	0.15	0.68	0.17
Final Sat.:	1700	3253	147	1700	3161	239	302	1122	276	257	1160	283
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.04	0.24	0.24	0.03	0.16	0.16	0.03	0.20	0.20
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 East St & Santa Ana St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	East St						Santa Ana St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	0	1 0	0 1 0
Volume Module:												
Base Vol:	50	647	38	92	442	44	60	133	32	35	187	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	647	38	92	442	44	60	133	32	35	187	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	647	38	92	442	44	60	133	32	35	187	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	55	706	41	100	482	48	65	145	35	38	204	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	706	41	100	482	48	65	145	35	38	204	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	706	41	100	482	48	65	145	35	38	204	76
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.82	0.18	1.00	0.81	0.19	1.00	0.73	0.27
Final Sat.:	1700	3211	189	1700	3092	308	1700	1370	330	1700	1237	463
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.06	0.16	0.16	0.04	0.11	0.11	0.02	0.16	0.16
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Anaheim Blvd & South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Anaheim Blvd						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1	0	1	0 1	1	0	0 1	0	1	0
Volume Module:												
Base Vol:	48	1034	90	60	711	25	18	137	30	121	172	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1034	90	60	711	25	18	137	30	121	172	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1034	90	60	711	25	18	137	30	121	172	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	52	1128	98	65	775	27	20	149	33	132	188	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1128	98	65	775	27	20	149	33	132	188	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	1128	98	65	775	27	20	149	33	132	188	58
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.93	0.07	1.00	0.82	0.18	1.00	0.76	0.24
Final Sat.:	1700	3128	272	1700	3285	115	1700	1395	305	1700	1300	400
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.36	0.04	0.24	0.24	0.01	0.11	0.11	0.08	0.14	0.14
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 East St & South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	East St						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0	1	1	0	1 0	1	0	1 0
Volume Module:												
Base Vol:	66	621	59	63	392	49	43	131	38	27	190	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	621	59	63	392	49	43	131	38	27	190	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	621	59	63	392	49	43	131	38	27	190	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	69	646	61	65	407	51	45	136	40	28	198	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	646	61	65	407	51	45	136	40	28	198	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	646	61	65	407	51	45	136	40	28	198	63
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.22	1.00	0.76	0.24
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	1318	382	1700	1287	413
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.04	0.04	0.24	0.03	0.03	0.10	0.10	0.02	0.15	0.15
Crit Moves:		****		****				****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 State College Blvd & South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.497
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	State College Blvd						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	128	1194	59	19	818	208	150	21	43	31	26	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	1194	59	19	818	208	150	21	43	31	26	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	1194	59	19	818	208	150	21	43	31	26	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	136	1269	63	20	869	221	159	22	46	33	28	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1269	63	20	869	221	159	22	46	33	28	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1269	63	20	869	221	159	22	46	33	28	15
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.86	0.14	1.00	2.39	0.61	0.70	0.10	0.20	0.44	0.36	0.20
Final Sat.:	1700	4860	240	1700	4066	1034	1192	167	342	742	623	335
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.26	0.01	0.21	0.21	0.09	0.13	0.13	0.02	0.04	0.04
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 East St & Ball Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Street Name:	East St						Ball Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	2	0 0	0 1	1	0 3	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	302	0	295	347	1165	0	0	1085	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	302	0	295	347	1165	0	0	1085	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	302	0	295	347	1165	0	0	1085	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	315	0	308	362	1216	0	0	1133	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	315	0	308	362	1216	0	0	1133	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	315	0	308	362	1216	0	0	1133	355
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.28	0.72
Final Sat.:	0	0	0	3400	0	1700	1700	5100	0	0	3883	1217
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.18	0.21	0.24	0.00	0.00	0.29	0.29
Crit Moves:						****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 State College Blvd & Ball Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

Street Name:	State College Blvd						Ball Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 2	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	302	969	171	256	465	151	242	1063	164	86	971	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	969	171	256	465	151	242	1063	164	86	971	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	969	171	256	465	151	242	1063	164	86	971	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	321	1029	182	272	494	160	257	1128	174	91	1031	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	321	1029	182	272	494	160	257	1128	174	91	1031	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	321	1029	182	272	494	160	257	1128	174	91	1031	203
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.26	0.74	1.00	2.60	0.40	1.00	2.51	0.49
Final Sat.:	3400	5100	1700	3400	3850	1250	1700	4418	682	1700	4262	838
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.11	0.08	0.13	0.13	0.15	0.26	0.26	0.05	0.24	0.24
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Santa Ana Street Driveway

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[11.0]

Street Name:	Proj Driveway						Santa Ana St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1	0 0	0 0	1	0 0
Volume Module:												
Base Vol:	26	0	14	0	0	0	0	216	0	0	235	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	0	14	0	0	0	0	216	0	0	235	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	0	14	0	0	0	0	216	0	0	235	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	0	14	0	0	0	0	216	0	0	235	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	26	0	14	0	0	0	0	216	0	0	235	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	451	451	216	458	451	235	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	570	507	829	516	507	809	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	570	507	829	508	507	809	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	0.00	0.02	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	640	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		11.0		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 South Street West Driveway

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[9.9]

Street Name:	Proj Driveway						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	13	0	241	0	0	304	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	13	0	241	0	0	304	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	13	0	241	0	0	304	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	13	0	241	0	0	304	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	13	0	241	0	0	304	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	304	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	740	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	740	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			9.9			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 South Street East Driveway

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[11.1]

Street Name:	Proj Driveway						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	15	0	28	2	241	0	0	304	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	15	0	28	2	241	0	0	304	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	15	0	28	2	241	0	0	304	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	15	0	28	2	241	0	0	304	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	15	0	28	2	241	0	0	304	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	550	550	305	305	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	500	446	740	1267	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	499	445	740	1267	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.00	0.04	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	633	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.1	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

APPENDIX B-2

INTERSECTION ANALYSIS WORKSHEETS – EXISTING PLUS PROJECT

Scenario Report

Scenario:	Ex+Proj_AM
Command:	Ex+Proj_AM
Volume:	Ex WP AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Project_AM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

Trip Generation Report

Forecast for Existing Freeman_AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Santa Ana St	1.00	Residential	0.00	0.00	0	0	0	0.0
2	South St Res	1.00	Residential	0.00	0.00	0	0	0	0.0
3	Existing Fre	-1.00	Existing Freem	0.00	2.00	0	-2	-2	-1.4
	Zone 3 Subtotal					0	-2	-2	-1.4
4	Existing Fre	-1.00	Existing Freem	45.00	23.00	-45	-23	-68	-48.9
	Zone 4 Subtotal					-45	-23	-68	-48.9
5	South Street	1.00	Residential	0.00	0.00	0	0	0	0.0
6	Existing Fre	-1.00	Existing Freem	59.00	1.00	-59	-1	-60	-43.2
	Zone 6 Subtotal					-59	-1	-60	-43.2
TOTAL						-104	-26	-130	-93.5

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Trip Generation Report

Forecast for Residential_AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Santa Ana St	1.00	Residential	18.00	61.00	18	61	79	56.8
	Zone 1 Subtotal					18	61	79	56.8
2	South St Res	1.00	Residential	6.00	24.00	6	24	30	21.6
	Zone 2 Subtotal					6	24	30	21.6
5	South Street	1.00	Residential	32.00	128.00	32	128	160	115.1
	Zone 5 Subtotal					32	128	160	115.1
TOTAL						56	213	269	193.5

Trip Distribution Report

Percent Of Trips Project

Zone	To Gates 1	2	3	4	5	6
1	25.0	25.0	15.0	10.0	15.0	10.0
2	25.0	25.0	15.0	10.0	15.0	10.0
3	0.0	10.0	20.0	5.0	40.0	25.0
4	0.0	10.0	20.0	5.0	40.0	25.0
5	25.0	25.0	15.0	10.0	15.0	10.0
6	0.0	10.0	20.0	5.0	40.0	25.0

Turning Movement Report
Existing Freeman_AM + Residential_AM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Anaheim Blvd & Santa Ana St													
Base	31	494	34	41	854	33	56	204	87	65	178	39	2116
Added	0	22	-9	-15	-18	0	0	0	0	0	0	0	-20
Total	31	516	25	26	836	33	56	204	87	65	178	39	2096
#2 East St & Santa Ana St													
Base	32	334	30	60	704	36	94	171	85	61	120	75	1802
Added	5	15	11	0	1	0	5	5	28	-3	-6	0	61
Total	37	349	41	60	705	36	99	176	113	58	114	75	1863
#3 Anaheim Blvd & South St													
Base	14	470	43	35	972	20	32	106	45	153	122	55	2067
Added	0	-9	-11	-18	0	0	0	0	0	14	0	22	-2
Total	14	461	32	17	972	20	32	106	45	167	122	77	2065
#4 East St & South St													
Base	33	264	33	42	745	61	47	159	82	80	97	75	1718
Added	10	3	0	7	21	-2	26	30	57	0	0	1	153
Total	43	267	33	49	766	59	73	189	139	80	97	76	1871
#5 State College Blvd & South St													
Base	71	815	18	15	1319	163	221	8	80	28	9	9	2756
Added	4	0	0	0	0	-3	11	0	26	0	0	0	38
Total	75	815	18	15	1319	160	232	8	106	28	9	9	2794
#6 East St & Ball Rd													
Base	0	0	0	443	0	406	168	980	0	0	931	173	3101
Added	0	0	0	78	0	0	0	0	0	0	0	13	91
Total	0	0	0	521	0	406	168	980	0	0	931	186	3192
#7 State College Blvd & Ball Rd													
Base	120	486	110	251	1029	252	219	825	324	263	848	86	4813
Added	11	4	0	13	13	0	0	38	40	0	3	1	123
Total	131	490	110	264	1042	252	219	863	364	263	851	87	4936
#8 Santa Ana Street Driveway													
Base	15	0	8	0	0	0	0	292	30	15	184	0	544
Added	0	0	38	0	0	0	0	0	-25	-2	0	0	11
Total	15	0	46	0	0	0	0	292	5	13	184	0	555
#9 South Street West Driveway													
Base	0	0	0	1	0	1	0	342	0	0	233	0	577
Added	0	0	0	17	0	5	2	-30	0	0	31	5	30
Proj V	0	0	0	0	0	0	0	38	0	0	1	0	39
Total	0	0	0	18	0	6	2	350	0	0	265	5	646

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 South Street East Driveway													
Base	0	0	0	0	0	1	38	342	0	0	233	21	635
Added	0	0	0	96	0	31	-30	17	0	0	5	3	122
PassBy	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	0	96	0	32	8	360	0	0	238	24	758

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Veh	V/ C	Future Del/ LOS	Veh	V/ C	Change in
# 1 Anaheim Blvd & Santa Ana St	B	xxxxx	0.616	B	xxxxx	0.610	-0.006 V/C
# 2 East St & Santa Ana St	A	xxxxx	0.517	A	xxxxx	0.540	+ 0.023 V/C
# 3 Anaheim Blvd & South St	A	xxxxx	0.573	A	xxxxx	0.582	+ 0.009 V/C
# 4 East St & South St	C	xxxxx	0.741	D	xxxxx	0.815	+ 0.074 V/C
# 5 State College Blvd & South St	B	xxxxx	0.660	B	xxxxx	0.687	+ 0.027 V/C
# 6 East St & Ball Rd	B	xxxxx	0.627	B	xxxxx	0.629	+ 0.003 V/C
# 7 State College Blvd & Ball Rd	C	xxxxx	0.723	C	xxxxx	0.744	+ 0.021 V/C
# 8 Santa Ana Street Driveway	B	11.5	0.029	B	10.8	0.061	-0.697 D/V
# 9 South Street West Driveway	B	11.0	0.002	B	12.5	0.040	+ 1.504 D/V
# 10 South Street East Driveway	A	9.5	0.029	B	14.6	0.214	+ 5.058 D/V

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Anaheim Blvd & Santa Ana St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: B

Street Name:	Anaheim Blvd						Santa Ana St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	31	494	34	41	854	33	56	204	87	65	178	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	494	34	41	854	33	56	204	87	65	178	39
Added Vol:	0	22	-9	-15	-18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	516	25	26	836	33	56	204	87	65	178	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	34	560	27	28	907	36	61	221	94	70	193	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	560	27	28	907	36	61	221	94	70	193	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	560	27	28	907	36	61	221	94	70	193	42
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.92	0.08	0.16	0.59	0.25	0.23	0.63	0.14
Final Sat.:	1700	3243	157	1700	3271	129	274	999	426	392	1073	235
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.02	0.28	0.28	0.04	0.22	0.22	0.04	0.18	0.18
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 East St & Santa Ana St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	East St						Santa Ana St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0	1	0
Volume Module:												
Base Vol:	32	334	30	60	704	36	94	171	85	61	120	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	334	30	60	704	36	94	171	85	61	120	75
Added Vol:	5	15	11	0	1	0	5	5	28	-3	-6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	349	41	60	705	36	99	176	113	58	114	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	41	385	45	66	778	40	109	194	125	64	126	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	385	45	66	778	40	109	194	125	64	126	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	385	45	66	778	40	109	194	125	64	126	83
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.90	0.10	1.00	0.61	0.39	1.00	0.60	0.40
Final Sat.:	1700	3043	357	1700	3235	165	1700	1035	665	1700	1025	675
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.04	0.24	0.24	0.06	0.19	0.19	0.04	0.12	0.12
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Anaheim Blvd & South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Anaheim Blvd						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0	1	0
Volume Module:												
Base Vol:	14	470	43	35	972	20	32	106	45	153	122	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	470	43	35	972	20	32	106	45	153	122	55
Added Vol:	0	-9	-11	-18	0	0	0	0	0	14	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	461	32	17	972	20	32	106	45	167	122	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	15	503	35	19	1061	22	35	116	49	182	133	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	503	35	19	1061	22	35	116	49	182	133	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	503	35	19	1061	22	35	116	49	182	133	84
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.96	0.04	1.00	0.70	0.30	1.00	0.61	0.39
Final Sat.:	1700	3179	221	1700	3331	69	1700	1193	507	1700	1042	658
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.01	0.32	0.32	0.02	0.10	0.10	0.11	0.13	0.13
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 East St & South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.815
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	D

Street Name:	East St											
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	33	264	33	42	745	61	47	159	82	80	97	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	264	33	42	745	61	47	159	82	80	97	75
Added Vol:	10	3	0	7	21	-2	26	30	57	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	267	33	49	766	59	73	189	139	80	97	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	46	285	35	52	818	63	78	202	149	85	104	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	285	35	52	818	63	78	202	149	85	104	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	285	35	52	818	63	78	202	149	85	104	81
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.58	0.42	1.00	0.56	0.44
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	980	720	1700	953	747
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.02	0.03	0.48	0.04	0.05	0.21	0.21	0.05	0.11	0.11
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 State College Blvd & South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Street Name:	State College Blvd									South St		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	71	815	18	15	1319	163	221	8	80	28	9	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	815	18	15	1319	163	221	8	80	28	9	9
Added Vol:	4	0	0	0	0	-3	11	0	26	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	815	18	15	1319	160	232	8	106	28	9	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	86	937	21	17	1516	184	267	9	122	32	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	937	21	17	1516	184	267	9	122	32	10	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	937	21	17	1516	184	267	9	122	32	10	10
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	1.00	2.68	0.32	0.67	0.02	0.31	0.61	0.19	0.20
Final Sat.:	1700	4990	110	1700	4548	552	1140	39	521	1035	333	333
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.01	0.33	0.33	0.16	0.23	0.23	0.02	0.03	0.03
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 East St & Ball Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Street Name:	East St						Ball Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	0	1	0	3	0	0	0
Volume Module:												
Base Vol:	0	0	0	443	0	406	168	980	0	0	931	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	443	0	406	168	980	0	0	931	173
Added Vol:	0	0	0	78	0	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	521	0	406	168	980	0	0	931	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	542	0	422	175	1020	0	0	969	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	542	0	422	175	1020	0	0	969	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	542	0	422	175	1020	0	0	969	194
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.50	0.50
Final Sat.:	0	0	0	3400	0	1700	1700	5100	0	0	4251	849
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.25	0.10	0.20	0.00	0.00	0.23	0.23
Crit Moves:						****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 State College Blvd & Ball Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.744
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Street Name:	State College Blvd						Ball Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	2	1	0	1	0
Volume Module:												
Base Vol:	120	486	110	251	1029	252	219	825	324	263	848	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	486	110	251	1029	252	219	825	324	263	848	86
Added Vol:	11	4	0	13	13	0	0	38	40	0	3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	490	110	264	1042	252	219	863	364	263	851	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	132	495	111	267	1053	255	221	872	368	266	860	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	495	111	267	1053	255	221	872	368	266	860	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	495	111	267	1053	255	221	872	368	266	860	88
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.42	0.58	1.00	2.11	0.89	1.00	2.72	0.28
Final Sat.:	3400	5100	1700	3400	4107	993	1700	3587	1513	1700	4627	473
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.07	0.08	0.26	0.26	0.13	0.24	0.24	0.16	0.19	0.19
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Santa Ana Street Driveway

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[10.8]

Street Name:	Proj Driveway						Santa Ana St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	15	0	8	0	0	0	0	292	30	15	184	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	15	0	8	0	0	0	0	292	30	15	184	0
Added Vol:	0	0	38	0	0	0	0	0	-25	-2	0	0
Proj Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	46	0	0	0	0	292	5	13	184	0
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	15	0	46	0	0	0	0	292	5	13	184	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	0	46	0	0	0	0	292	5	13	184	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	505	505	295	528	507	184	xxxx	xxxx	xxxxx	297	xxxx	xxxxx
Potent Cap.:	531	473	750	465	471	864	xxxx	xxxx	xxxxx	1276	xxxx	xxxxx
Move Cap.:	527	468	750	433	466	864	xxxx	xxxx	xxxxx	1276	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.06	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	679	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.8			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 South Street West Driveway

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[12.5]

Street Name:	Proj Driveway						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	1	0	1	0	342	0	0	233	0
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	0	0	0	1	0	1	0	342	0	0	233	0
Added Vol:	0	0	0	17	0	5	2	-30	0	0	31	5
Proj Vol:	0	0	0	0	0	0	0	38	0	0	1	0
Initial Fut:	0	0	0	18	0	6	2	350	0	0	265	5
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	0	0	0	18	0	6	2	350	0	0	265	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	18	0	6	2	350	0	0	265	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	622	622	268	270	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	454	406	776	1305	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	453	405	776	1305	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	506	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.5	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:		xxxxxx			12.5			xxxxxx			xxxxxx	
ApproachLOS:		*			B			*			*	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 South Street East Driveway

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[14.6]

Street Name:	Proj Driveway						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	1	38	342	0	0	233	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	1	38	342	0	0	233	21
Added Vol:	0	0	0	96	0	31	-30	17	0	0	5	3
PasserByVol:	0	0	0	0	0	0	0	1	0	0	0	0
Initial Fut:	0	0	0	96	0	32	8	360	0	0	238	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	96	0	32	8	360	0	0	238	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	96	0	32	8	360	0	0	238	24
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	626	626	250	262	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	451	403	794	1314	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	449	401	794	1314	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.21	0.00	0.04	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	504	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	14.6	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			14.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Scenario Report

Scenario:	Ex+Proj_PM
Command:	Ex+Proj_PM
Volume:	EX WP PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Project_PM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	Existing

Trip Generation Report

Forecast for Residential_PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Santa Ana St	1.00	Residential	62.00	38.00	62	38	100	43.7
	Zone 1 Subtotal					62	38	100	43.7
2	South St Res	1.00	Residential	21.00	13.00	21	13	34	14.8
	Zone 2 Subtotal					21	13	34	14.8
5	South Street	1.00	Residential	127.00	67.00	127	67	194	84.7
	Zone 5 Subtotal					127	67	194	84.7
TOTAL						210	118	328	143.2

Trip Generation Report

Forecast for Existing Freeman_PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Existing Fre	-1.00	Existing Freem	0.00	13.00	0	-13	-13	-5.7
	Zone 3 Subtotal					0	-13	-13	-5.7
4	Existing Fre	-1.00	Existing Freem	0.00	40.00	0	-40	-40	-17.5
	Zone 4 Subtotal					0	-40	-40	-17.5
6	Existing Fre	-1.00	Existing Freem	3.00	43.00	-3	-43	-46	-20.1
	Zone 6 Subtotal					-3	-43	-46	-20.1
TOTAL						-3	-96	-99	-43.2

Trip Distribution Report

Percent Of Trips Project

Zone	To Gates 1	2	3	4	5	6
1	25.0	25.0	15.0	10.0	15.0	10.0
2	25.0	25.0	15.0	10.0	15.0	10.0
3	0.0	10.0	20.0	5.0	40.0	25.0
4	0.0	10.0	20.0	5.0	40.0	25.0
5	25.0	25.0	15.0	10.0	15.0	10.0
6	0.0	10.0	20.0	5.0	40.0	25.0

Turning Movement Report
Residential_PM + Existing Freeman_PM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Anaheim Blvd & Santa Ana St													
Base	72	1059	48	65	715	54	46	171	42	49	221	54	2596
Added	0	-10	6	9	21	0	0	0	0	-6	0	-10	10
Total	72	1049	54	74	736	54	46	171	42	43	221	44	2606
#2 East St & Santa Ana St													
Base	50	647	38	92	442	44	60	133	32	35	187	70	1830
Added	31	5	0	0	15	6	2	-2	15	11	9	0	92
Total	81	652	38	92	457	50	62	131	47	46	196	70	1922
#3 Anaheim Blvd & South St													
Base	48	1034	90	60	711	25	18	137	30	121	172	53	2499
Added	0	6	14	21	-6	0	0	0	0	-6	0	-10	19
Total	48	1040	104	81	705	25	18	137	30	115	172	43	2518
#4 East St & South St													
Base	66	621	59	63	392	49	43	131	38	27	190	61	1740
Added	55	23	0	4	11	25	6	9	26	0	29	8	196
Total	121	644	59	67	403	74	49	140	64	27	219	69	1936
#5 State College Blvd & South St													
Base	128	1194	59	19	818	208	150	21	43	31	26	14	2711
Added	26	0	0	0	0	11	0	0	12	0	0	0	49
Total	154	1194	59	19	818	219	150	21	55	31	26	14	2760
#6 East St & Ball Rd													
Base	0	0	0	302	0	295	347	1165	0	0	1085	340	3534
Added	0	0	0	37	0	0	0	0	0	0	0	79	116
Total	0	0	0	339	0	295	347	1165	0	0	1085	419	3650
#7 State College Blvd & Ball Rd													
Base	302	969	171	256	465	151	242	1063	164	86	971	191	5031
Added	39	13	0	5	7	0	0	15	22	0	39	13	153
Total	341	982	171	261	472	151	242	1078	186	86	1010	204	5184
#8 Santa Ana Street Driveway													
Base	26	0	14	0	0	0	0	216	0	0	235	0	491
Added	-17	0	15	0	0	0	0	0	16	47	0	0	61
Total	9	0	29	0	0	0	0	216	16	47	235	0	552
#9 South Street West Driveway													
Base	0	0	0	4	0	9	0	241	0	0	304	0	558
Added	0	0	0	5	0	-5	5	30	0	0	-11	16	40
Proj V	0	0	0	0	0	0	0	2	0	0	28	0	30
Total	0	0	0	9	0	4	5	273	0	0	321	16	628

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 South Street East Driveway													
Base	0	0	0	15	0	28	2	241	0	0	304	1	591
Added	0	0	0	35	0	-11	30	5	0	0	16	94	169
PassBy	0	0	0	0	0	0	0	5	0	0	0	0	5
Total	0	0	0	50	0	17	32	251	0	0	320	95	765

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Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Veh	V/ C	Future Del/ LOS	Veh	V/ C	Change in
# 1 Anaheim Blvd & Santa Ana St	B	xxxxx	0.659	B	xxxxx	0.653	-0.006 V/C
# 2 East St & Santa Ana St	A	xxxxx	0.532	A	xxxxx	0.541	+ 0.009 V/C
# 3 Anaheim Blvd & South St	B	xxxxx	0.634	B	xxxxx	0.650	+ 0.016 V/C
# 4 East St & South St	B	xxxxx	0.648	B	xxxxx	0.691	+ 0.043 V/C
# 5 State College Blvd & South St	A	xxxxx	0.497	A	xxxxx	0.523	+ 0.026 V/C
# 6 East St & Ball Rd	C	xxxxx	0.736	C	xxxxx	0.752	+ 0.016 V/C
# 7 State College Blvd & Ball Rd	C	xxxxx	0.725	C	xxxxx	0.740	+ 0.015 V/C
# 8 Santa Ana Street Driveway	B	11.0	0.046	B	10.4	0.035	-0.600 D/V
# 9 South Street West Driveway	B	10.7	0.012	B	12.2	0.020	+ 1.480 D/V
# 10 South Street East Driveway	B	11.1	0.038	B	14.3	0.122	+ 3.165 D/V

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Anaheim Blvd & Santa Ana St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: B

Street Name:	Anaheim Blvd						Santa Ana St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	72	1059	48	65	715	54	46	171	42	49	221	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	1059	48	65	715	54	46	171	42	49	221	54
Added Vol:	0	-10	6	9	21	0	0	0	0	-6	0	-10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	1049	54	74	736	54	46	171	42	43	221	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	75	1098	57	77	771	57	48	179	44	45	231	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1098	57	77	771	57	48	179	44	45	231	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	1098	57	77	771	57	48	179	44	45	231	46
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.86	0.14	0.18	0.66	0.16	0.14	0.72	0.14
Final Sat.:	1700	3234	166	1700	3168	232	302	1122	276	237	1220	243
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.05	0.24	0.24	0.03	0.16	0.16	0.03	0.19	0.19
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 East St & Santa Ana St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.541
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	East St						Santa Ana St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0	1	0
Volume Module:												
Base Vol:	50	647	38	92	442	44	60	133	32	35	187	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	647	38	92	442	44	60	133	32	35	187	70
Added Vol:	31	5	0	0	15	6	2	-2	15	11	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	652	38	92	457	50	62	131	47	46	196	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	88	711	41	100	498	55	68	143	51	50	214	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	711	41	100	498	55	68	143	51	50	214	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	711	41	100	498	55	68	143	51	50	214	76
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.80	0.20	1.00	0.74	0.26	1.00	0.74	0.26
Final Sat.:	1700	3213	187	1700	3065	335	1700	1251	449	1700	1253	447
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.06	0.16	0.16	0.04	0.11	0.11	0.03	0.17	0.17
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Anaheim Blvd & South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.650
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Anaheim Blvd						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0	1	0
Volume Module:												
Base Vol:	48	1034	90	60	711	25	18	137	30	121	172	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1034	90	60	711	25	18	137	30	121	172	53
Added Vol:	0	6	14	21	-6	0	0	0	0	-6	0	-10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1040	104	81	705	25	18	137	30	115	172	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	52	1134	113	88	769	27	20	149	33	125	188	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1134	113	88	769	27	20	149	33	125	188	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	1134	113	88	769	27	20	149	33	125	188	47
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.93	0.07	1.00	0.82	0.18	1.00	0.80	0.20
Final Sat.:	1700	3091	309	1700	3284	116	1700	1395	305	1700	1360	340
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.37	0.05	0.23	0.23	0.01	0.11	0.11	0.07	0.14	0.14
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 East St & South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.691
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	B

Street Name:	East St						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	66	621	59	63	392	49	43	131	38	27	190	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	621	59	63	392	49	43	131	38	27	190	61
Added Vol:	55	23	0	4	11	25	6	9	26	0	29	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	644	59	67	403	74	49	140	64	27	219	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	126	669	61	70	419	77	51	146	67	28	228	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	669	61	70	419	77	51	146	67	28	228	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	669	61	70	419	77	51	146	67	28	228	72
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.69	0.31	1.00	0.76	0.24
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	1167	533	1700	1293	407
Capacity Analysis Module:												
Vol/Sat:	0.07	0.39	0.04	0.04	0.25	0.05	0.03	0.12	0.12	0.02	0.18	0.18
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 State College Blvd & South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.523
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	State College Blvd						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	128	1194	59	19	818	208	150	21	43	31	26	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	1194	59	19	818	208	150	21	43	31	26	14
Added Vol:	26	0	0	0	0	11	0	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	1194	59	19	818	219	150	21	55	31	26	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	164	1269	63	20	869	233	159	22	58	33	28	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	1269	63	20	869	233	159	22	58	33	28	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	1269	63	20	869	233	159	22	58	33	28	15
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.86	0.14	1.00	2.37	0.63	0.67	0.09	0.24	0.44	0.36	0.20
Final Sat.:	1700	4860	240	1700	4023	1077	1128	158	414	742	623	335
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.26	0.01	0.22	0.22	0.09	0.14	0.14	0.02	0.04	0.04
Crit Moves:	****				****				****			

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 East St & Ball Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	C

Street Name:	East St						Ball Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	0	1	0	3	0	0	0
Volume Module:												
Base Vol:	0	0	0	302	0	295	347	1165	0	0	1085	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	302	0	295	347	1165	0	0	1085	340
Added Vol:	0	0	0	37	0	0	0	0	0	0	0	79
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	339	0	295	347	1165	0	0	1085	419
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	354	0	308	362	1216	0	0	1133	437
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	354	0	308	362	1216	0	0	1133	437
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	354	0	308	362	1216	0	0	1133	437
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.16	0.84
Final Sat.:	0	0	0	3400	0	1700	1700	5100	0	0	3679	1421
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.18	0.21	0.24	0.00	0.00	0.31	0.31
Crit Moves:						****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 State College Blvd & Ball Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

Street Name:	State College Blvd						Ball Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	2	1	0	1	0
Volume Module:												
Base Vol:	302	969	171	256	465	151	242	1063	164	86	971	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	969	171	256	465	151	242	1063	164	86	971	191
Added Vol:	39	13	0	5	7	0	0	15	22	0	39	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	982	171	261	472	151	242	1078	186	86	1010	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	362	1042	182	277	501	160	257	1144	197	91	1072	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	1042	182	277	501	160	257	1144	197	91	1072	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	362	1042	182	277	501	160	257	1144	197	91	1072	217
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.27	0.73	1.00	2.56	0.44	1.00	2.50	0.50
Final Sat.:	3400	5100	1700	3400	3864	1236	1700	4350	750	1700	4243	857
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.11	0.08	0.13	0.13	0.15	0.26	0.26	0.05	0.25	0.25
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Santa Ana Street Driveway

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[10.4]

Street Name:	Proj Driveway						Santa Ana St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	26	14	0	0	0	0	216	0	0	235	0	
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	14	0	0	0	0	216	0	0	235	0	
Added Vol:	-17	15	0	0	0	0	0	16	47	0	0	
Proj Vol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	9	29	0	0	0	0	216	16	47	235	0	
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	29	0	0	0	0	216	16	47	235	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	9	29	0	0	0	0	216	16	47	235	0	
Critical Gap Module:												
Critical Gp:	6.4 6.5	6.2	7.1 6.5	6.2	xxxxx xxxx	xxxxx	4.1	xxxx	xxxxx			
FollowUpTim:	3.5 4.0	3.3	3.5 4.0	3.3	xxxxx xxxx	xxxxx	2.2	xxxx	xxxxx			
Capacity Module:												
Cnflict Vol:	553 553	224	568 561	235	xxxx xxxx	xxxxx	232	xxxx	xxxxx			
Potent Cap.:	498 444	820	437 439	809	xxxx xxxx	xxxxx	1348	xxxx	xxxxx			
Move Cap.:	484 428	820	410 423	809	xxxx xxxx	xxxxx	1348	xxxx	xxxxx			
Volume/Cap:	0.02 0.00	0.04	0.00 0.00	0.00	xxxx xxxx	xxxx	0.03	xxxx	xxxx			
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx	xxxx xxxx	xxxxx	xxxx xxxx	xxxxx	0.1	xxxx	xxxxx			
Control Del:	xxxxx xxxx	xxxxx	xxxxx xxxx	xxxxx	xxxx xxxx	xxxxx	7.8	xxxx	xxxxx			
LOS by Move:	* *	*	* *	*	* *	*	A	*	*			
Movement:	LT - LTR - RT		LT - LTR - RT		LT - LTR - RT		LT - LTR - RT					
Shared Cap.:	xxxx 704	xxxxx	xxxx 0	xxxxx	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx 0.2	xxxxx	xxxxx xxxx	xxxxx	xxxxx xxxx	xxxxx	0.1	xxxx	xxxxx			
Shrd ConDel:	xxxxx 10.4	xxxxx	xxxxx xxxx	xxxxx	xxxxx xxxx	xxxxx	7.8	xxxx	xxxxx			
Shared LOS:	* B	*	* *	*	* *	*	A	*	*			
ApproachDel:	10.4		xxxxxx		xxxxxx		xxxxxx					
ApproachLOS:	B		*		*		*					

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 South Street West Driveway

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.2]

Street Name:	Proj Driveway						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	4	0	9	0	241	0	0	304	0
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	4	0	9	0	241	0	0	304	0
Added Vol:	0	0	0	5	0	-5	5	30	0	0	-11	16
Proj Vol:	0	0	0	0	0	0	0	2	0	0	28	0
Initial Fut:	0	0	0	9	0	4	5	273	0	0	321	16
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	9	0	4	5	273	0	0	321	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	9	0	4	5	273	0	0	321	16
Critical Gap Module:												
Critical Gp:	xxxxx xxxx	xxxxx	6.4 6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	xxxxx xxxx	xxxxx	3.5 4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxxx	612 612	329	337	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	xxxx xxxx	xxxxx	460 411	717	1234	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	xxxx xxxx	xxxxx	458 409	717	1234	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	xxxx xxxx	xxxx	0.02 0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx	xxxx xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	xxxxx xxxx	xxxxx	xxxxx xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	* *	*	* *	*	A	*	*	*	*	*		
Movement:	LT - LTR - RT		LT - LTR - RT		LT - LTR - RT		LT - LTR - RT					
Shared Cap.:	xxxx xxxx	xxxxx	xxxx 516	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx xxxx	xxxxx	xxxxx 0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx xxxx	xxxxx	xxxxx 12.2	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	* *	*	* B	*	A	*	*	*	*	*		
ApproachDel:	xxxxxx		12.2		xxxxxx		xxxxxx					
ApproachLOS:	*		B		*		*					

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 South Street East Driveway

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[14.3]

Street Name:	Proj Driveway						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	15	0	28	2	241	0	0	304	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	15	0	28	2	241	0	0	304	1
Added Vol:	0	0	0	35	0	-11	30	5	0	0	16	94
PasserByVol:	0	0	0	0	0	0	0	5	0	0	0	0
Initial Fut:	0	0	0	50	0	17	32	251	0	0	320	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	50	0	17	32	251	0	0	320	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	50	0	17	32	251	0	0	320	95
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	683	683	368	415	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	418	374	682	1155	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	409	364	682	1155	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.12	0.00	0.02	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	456	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	14.3	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			14.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

APPENDIX B-3

INTERSECTION ANALYSIS WORKSHEETS – YEAR 2019 NEAR TERM

Scenario Report

Scenario:	2019 NT_AM
Command:	2019 NT_AM
Volume:	2019NT_AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Existing_AM
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	2019 NT

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Anaheim Blvd & Santa Ana St	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000 V/C
# 2 East St & Santa Ana St	A	xxxxx	0.526	A	xxxxx	0.526	-0.001 V/C
# 3 Anaheim Blvd & South St	A	xxxxx	0.583	A	xxxxx	0.582	-0.001 V/C
# 4 East St & South St	C	xxxxx	0.755	C	xxxxx	0.756	+ 0.002 V/C
# 5 State College Blvd & South St	B	xxxxx	0.672	B	xxxxx	0.672	+ 0.000 V/C
# 6 East St & Ball Rd	B	xxxxx	0.638	B	xxxxx	0.638	+ 0.000 V/C
# 7 State College Blvd & Ball Rd	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000 V/C
# 8 Santa Ana Street Driveway	A	7.2	0.000	B	11.6	0.030	+ 4.400 D/V
# 9 South Street West Driveway	A	0.0	0.000	A	9.5	0.002	+ 9.476 D/V
# 10 South Street East Driveway	A	7.2	0.000	A	9.5	0.029	+ 2.331 D/V

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Anaheim Blvd & Santa Ana St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Anaheim Blvd						Santa Ana St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1	0	0 0 1! 0	0	0	0 1! 0
Volume Module:												
Base Vol:	31	494	34	41	854	33	56	204	87	65	178	39
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	32	504	35	42	871	34	57	208	89	66	182	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	504	35	42	871	34	57	208	89	66	182	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	34	547	38	45	945	37	62	226	96	72	197	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	547	38	45	945	37	62	226	96	72	197	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	547	38	45	945	37	62	226	96	72	197	43
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.93	0.07	0.16	0.59	0.25	0.23	0.63	0.14
Final Sat.:	1700	3181	219	1700	3274	126	274	999	426	392	1073	235
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.03	0.29	0.29	0.04	0.23	0.23	0.04	0.18	0.18
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 East St & Santa Ana St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.526
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	East St						Santa Ana St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1	0	0 1 0	1	0	0 1 0
Volume Module:												
Base Vol:	32	334	30	60	704	36	94	171	85	61	120	75
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	33	341	31	61	718	37	96	174	87	62	122	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	3	0	0	-2	0	0	0	0	0	0	0
Initial Fut:	33	344	31	61	716	37	96	174	87	62	122	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	36	379	34	68	790	41	106	193	96	69	135	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	379	34	68	790	41	106	193	96	69	135	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	379	34	68	790	41	106	193	96	69	135	84
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.90	0.10	1.00	0.67	0.33	1.00	0.62	0.38
Final Sat.:	1700	3122	278	1700	3234	166	1700	1136	564	1700	1046	654
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.04	0.24	0.24	0.06	0.17	0.17	0.04	0.13	0.13
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Anaheim Blvd & South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Anaheim Blvd						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1	0	1	0 1	1	0	0 1	0	1	0
Volume Module:												
Base Vol:	14	470	43	35	972	20	32	106	45	153	122	55
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	14	479	44	36	992	20	33	108	46	156	124	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	0	0	0	0	0	0	-2	0	0	2	0
Initial Fut:	14	479	44	36	992	20	33	106	46	156	126	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	16	523	48	39	1082	22	36	116	50	170	138	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	523	48	39	1082	22	36	116	50	170	138	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	523	48	39	1082	22	36	116	50	170	138	61
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.96	0.04	1.00	0.70	0.30	1.00	0.69	0.31
Final Sat.:	1700	3115	285	1700	3331	69	1700	1187	513	1700	1178	522
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.17	0.02	0.32	0.32	0.02	0.10	0.10	0.10	0.12	0.12
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 East St & South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	C

Street Name:	East St						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0	1	1	0	0 1	0	1	0
Volume Module:												
Base Vol:	33	264	33	42	745	61	47	159	82	80	97	75
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	34	269	34	43	760	62	48	162	84	82	99	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	-2	0	3	3	2	-2	0	0	0	0	-2
Initial Fut:	34	267	34	46	763	64	46	162	84	82	99	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	36	286	36	49	815	69	49	173	89	87	106	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	286	36	49	815	69	49	173	89	87	106	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	286	36	49	815	69	49	173	89	87	106	80
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.66	0.34	1.00	0.57	0.43
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	1122	578	1700	970	730
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.02	0.03	0.48	0.04	0.03	0.15	0.15	0.05	0.11	0.11
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 State College Blvd & South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Street Name:	State College Blvd						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	71	815	18	15	1319	163	221	8	80	28	9	9
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	72	831	18	15	1346	166	225	8	82	29	9	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	831	18	15	1346	166	225	8	82	29	9	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	83	956	21	18	1547	191	259	9	94	33	11	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	956	21	18	1547	191	259	9	94	33	11	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	956	21	18	1547	191	259	9	94	33	11	11
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	1.00	2.67	0.33	0.71	0.03	0.26	0.61	0.20	0.19
Final Sat.:	1700	4990	110	1700	4539	561	1216	44	440	1035	333	333
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.01	0.34	0.34	0.15	0.21	0.21	0.02	0.03	0.03
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 East St & Ball Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	East St						Ball Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	2	0 0	0 1	1	0 3	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	443	0	406	168	980	0	0	931	173
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	452	0	414	171	1000	0	0	950	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	452	0	414	171	1000	0	0	950	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	470	0	431	178	1040	0	0	988	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	470	0	431	178	1040	0	0	988	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	470	0	431	178	1040	0	0	988	184
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	3400	0	1700	1700	5100	0	0	4301	799
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.25	0.10	0.20	0.00	0.00	0.23	0.23
Crit Moves:						****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 State College Blvd & Ball Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.737
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	C

Street Name:	State College Blvd						Ball Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 2	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	120	486	110	251	1029	252	219	825	324	263	848	86
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	122	496	112	256	1050	257	223	842	331	268	865	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	496	112	256	1050	257	223	842	331	268	865	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	124	501	113	259	1060	260	226	850	334	271	874	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	501	113	259	1060	260	226	850	334	271	874	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	501	113	259	1060	260	226	850	334	271	874	89
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.41	0.59	1.00	2.15	0.85	1.00	2.72	0.28
Final Sat.:	3400	5100	1700	3400	4097	1003	1700	3662	1438	1700	4630	470
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.07	0.08	0.26	0.26	0.13	0.23	0.23	0.16	0.19	0.19
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Santa Ana Street Driveway

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[11.6]

Street Name:	Proj Driveway									Santa Ana St					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled					
Rights:	Include			Include			Include			Include					
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	0	1 0	0	1	0 0			
Volume Module:															
Base Vol:	0	0	0	0	0	0	0	292	0	0	184	0			
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02			
Initial Bse:	0	0	0	0	0	0	0	298	0	0	188	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	15	0	8	0	0	0	0	0	30	15	0	0			
Initial Fut:	15	0	8	0	0	0	0	298	30	15	188	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	15	0	8	0	0	0	0	298	30	15	188	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	15	0	8	0	0	0	0	298	30	15	188	0			
Critical Gap Module:															
Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx			
Capacity Module:															
Cnflict Vol:	531	531	313	535	546	188	xxxx	xxxx	xxxxx	328	xxxx	xxxxx			
Potent Cap.:	513	457	732	460	448	859	xxxx	xxxx	xxxxx	1243	xxxx	xxxxx			
Move Cap.:	508	451	732	450	443	859	xxxx	xxxx	xxxxx	1243	xxxx	xxxxx			
Volume/Cap:	0.03	0.00	0.01	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.01	xxxx	xxxx			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT			
Shared Cap.:	xxxx	568	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx			
Shrd ConDel:	xxxxx	11.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx			
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*			
ApproachDel:		11.6		xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:		B		*			*			*					

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 South Street West Driveway

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[9.5]

Street Name:	Proj Driveway						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	342	0	0	233	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	349	0	0	238	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	2	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	2	0	349	0	0	238	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	2	0	349	0	0	238	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	2	0	349	0	0	238	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	238	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	806	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	806	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			9.5			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 South Street East Driveway

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: A[9.5]

Street Name:	Proj Driveway						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	342	0	0	233	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	349	0	0	238	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	1	38	0	0	0	0	21
Initial Fut:	0	0	0	0	0	1	38	349	0	0	238	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	1	38	349	0	0	238	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	1	38	349	0	0	238	21
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	248	259	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	795	1318	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	795	1318	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			9.5			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

Scenario Report

Scenario:	2019 NT_PM
Command:	2019 NT_PM
Volume:	2019NT_PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Existing_PM
Trip Distribution:	None
Paths:	Default Path
Routes:	Default Route
Configuration:	2019 NT

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Anaheim Blvd & Santa Ana St	B	xxxxx	0.671	B	xxxxx	0.671	+ 0.000 V/C
# 2 East St & Santa Ana St	A	xxxxx	0.542	A	xxxxx	0.540	-0.001 V/C
# 3 Anaheim Blvd & South St	B	xxxxx	0.645	B	xxxxx	0.647	+ 0.001 V/C
# 4 East St & South St	B	xxxxx	0.660	B	xxxxx	0.661	+ 0.001 V/C
# 5 State College Blvd & South St	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000 V/C
# 6 East St & Ball Rd	C	xxxxx	0.750	C	xxxxx	0.750	+ 0.000 V/C
# 7 State College Blvd & Ball Rd	C	xxxxx	0.738	C	xxxxx	0.738	+ 0.000 V/C
# 8 Santa Ana Street Driveway	A	0.0	0.000	B	11.1	0.046	+11.067 D/V
# 9 South Street West Driveway	A	0.0	0.000	A	10.0	0.018	+ 9.988 D/V
# 10 South Street East Driveway	A	7.2	0.000	B	11.2	0.038	+ 3.968 D/V

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Anaheim Blvd & Santa Ana St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.671
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Anaheim Blvd						Santa Ana St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1	0	1	0 1	1	0	0	0 1! 0	0	0
Volume Module:												
Base Vol:	72	1059	48	65	715	54	46	171	42	49	221	54
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	73	1080	49	66	729	55	47	174	43	50	225	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	1080	49	66	729	55	47	174	43	50	225	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	77	1131	51	69	764	58	49	183	45	52	236	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1131	51	69	764	58	49	183	45	52	236	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1131	51	69	764	58	49	183	45	52	236	58
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.86	0.14	0.18	0.66	0.16	0.15	0.68	0.17
Final Sat.:	1700	3253	147	1700	3161	239	302	1122	276	257	1160	283
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.35	0.04	0.24	0.24	0.03	0.16	0.16	0.03	0.20	0.20
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 East St & Santa Ana St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	East St						Santa Ana St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1	0	1	0 1	1	0	0 1	0	0	1 0
Volume Module:												
Base Vol:	50	647	38	92	442	44	60	133	32	35	187	70
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	51	660	39	94	451	45	61	136	33	36	191	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	-4	0	0	1	0	0	0	0	0	0	0
Initial Fut:	51	656	39	94	452	45	61	136	33	36	191	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	56	715	42	102	493	49	67	148	36	39	208	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	715	42	102	493	49	67	148	36	39	208	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	715	42	102	493	49	67	148	36	39	208	78
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.82	0.18	1.00	0.81	0.19	1.00	0.73	0.27
Final Sat.:	1700	3210	190	1700	3093	307	1700	1370	330	1700	1237	463
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.22	0.06	0.16	0.16	0.04	0.11	0.11	0.02	0.17	0.17
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Anaheim Blvd & South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.647
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	Anaheim Blvd						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1	0	1	0 1	1	0	0 1	0	1	0
Volume Module:												
Base Vol:	48	1034	90	60	711	25	18	137	30	121	172	53
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	49	1055	92	61	725	26	18	140	31	123	175	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	0	0	0	0	0	0	2	0	0	-5	0
Initial Fut:	49	1055	92	61	725	26	18	142	31	123	170	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	53	1150	100	67	791	28	20	155	33	135	186	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1150	100	67	791	28	20	155	33	135	186	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	1150	100	67	791	28	20	155	33	135	186	59
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.93	0.07	1.00	0.82	0.18	1.00	0.76	0.24
Final Sat.:	1700	3128	272	1700	3285	115	1700	1398	302	1700	1291	409
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.37	0.04	0.24	0.24	0.01	0.11	0.11	0.08	0.14	0.14
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 East St & South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Street Name:	East St						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0	1	1	0	1	0	1	0
Volume Module:												
Base Vol:	66	621	59	63	392	49	43	131	38	27	190	61
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	67	633	60	64	400	50	44	134	39	28	194	62
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Related Pro:	0	2	0	-4	-4	-5	2	0	0	0	0	1
Initial Fut:	67	635	60	60	396	45	46	134	39	28	194	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	70	661	63	63	412	47	48	139	40	29	201	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	661	63	63	412	47	48	139	40	29	201	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	661	63	63	412	47	48	139	40	29	201	66
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.22	1.00	0.75	0.25
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	1318	382	1700	1282	418
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.04	0.04	0.24	0.03	0.03	0.11	0.11	0.02	0.16	0.16
Crit Moves:		****		****				****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 State College Blvd & South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.506
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	State College Blvd						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	128	1194	59	19	818	208	150	21	43	31	26	14
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	131	1218	60	19	834	212	153	21	44	32	27	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	1218	60	19	834	212	153	21	44	32	27	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	139	1294	64	21	887	225	163	23	47	34	28	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1294	64	21	887	225	163	23	47	34	28	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	1294	64	21	887	225	163	23	47	34	28	15
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.86	0.14	1.00	2.39	0.61	0.70	0.10	0.20	0.44	0.36	0.20
Final Sat.:	1700	4860	240	1700	4066	1034	1192	167	342	742	623	335
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.27	0.01	0.22	0.22	0.10	0.14	0.14	0.02	0.05	0.05
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 East St & Ball Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.750
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Street Name:	East St						Ball Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	2	0 0	0 1	1	0 3	0 0	0	0 2	1 0
Volume Module:												
Base Vol:	0	0	0	302	0	295	347	1165	0	0	1085	340
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	308	0	301	354	1188	0	0	1107	347
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	308	0	301	354	1188	0	0	1107	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	322	0	314	369	1241	0	0	1155	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	322	0	314	369	1241	0	0	1155	362
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	322	0	314	369	1241	0	0	1155	362
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.28	0.72
Final Sat.:	0	0	0	3400	0	1700	1700	5100	0	0	3883	1217
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.18	0.22	0.24	0.00	0.00	0.30	0.30
Crit Moves:						****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 State College Blvd & Ball Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

Street Name:	State College Blvd						Ball Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 2	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	302	969	171	256	465	151	242	1063	164	86	971	191
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	308	988	174	261	474	154	247	1084	167	88	991	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	308	988	174	261	474	154	247	1084	167	88	991	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	327	1049	185	277	504	164	262	1151	178	93	1052	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	1049	185	277	504	164	262	1151	178	93	1052	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	327	1049	185	277	504	164	262	1151	178	93	1052	207
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.26	0.74	1.00	2.60	0.40	1.00	2.51	0.49
Final Sat.:	3400	5100	1700	3400	3850	1250	1700	4418	682	1700	4262	838
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.11	0.08	0.13	0.13	0.15	0.26	0.26	0.05	0.25	0.25
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Santa Ana Street Driveway

Average Delay (sec/veh): 0.9 Worst Case Level Of Service: B[11.1]

Street Name:	Proj Driveway						Santa Ana St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1	0 0	0 0	1	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	216	0	0	235	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	220	0	0	240	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	26	0	14	0	0	0	0	0	0	0	0	0
Initial Fut:	26	0	14	0	0	0	0	220	0	0	240	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	0	14	0	0	0	0	220	0	0	240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	26	0	14	0	0	0	0	220	0	0	240	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	460	460	220	467	460	240	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	563	501	824	509	501	804	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	563	501	824	501	501	804	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.05	0.00	0.02	0.00	0.00	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	633	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	11.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	*	*	*
ApproachDel:		11.1		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B		*			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 South Street West Driveway

Average Delay (sec/veh): 0.2 Worst Case Level Of Service: A[10.0]

Street Name:	Proj Driveway						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 0 0 1			0 0 1 0 0			0 0 1 0 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	241	0	0	304	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	246	0	0	310	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	13	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	13	0	246	0	0	310	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	13	0	246	0	0	310	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	13	0	246	0	0	310	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	310	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	735	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	735	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.0			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 South Street East Driveway

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: B[11.2]

Street Name:	Proj Driveway						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	241	0	0	304	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	246	0	0	310	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	15	0	28	2	0	0	0	0	1
Initial Fut:	0	0	0	15	0	28	2	246	0	0	310	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	15	0	28	2	246	0	0	310	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	15	0	28	2	246	0	0	310	1
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	560	560	311	311	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	493	440	734	1261	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	492	439	734	1261	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.00	0.04	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	627	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.2	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

APPENDIX B-4

INTERSECTION ANALYSIS
WORKSHEETS –
YEAR 2019 NEAR TERM PLUS PROJECT

Scenario Report

Scenario:	2019 NT+Proj_AM
Command:	2019 NT+Proj_AM
Volume:	OY WP AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Project_AM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	2019 NT

Trip Generation Report

Forecast for Existing Freeman_AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Santa Ana St	1.00	Residential	0.00	0.00	0	0	0	0.0
2	South St Res	1.00	Residential	0.00	0.00	0	0	0	0.0
3	Existing Fre	-1.00	Existing Freem	0.00	2.00	0	-2	-2	-1.4
	Zone 3 Subtotal					0	-2	-2	-1.4
4	Existing Fre	-1.00	Existing Freem	45.00	23.00	-45	-23	-68	-48.9
	Zone 4 Subtotal					-45	-23	-68	-48.9
5	South Street	1.00	Residential	0.00	0.00	0	0	0	0.0
6	Existing Fre	-1.00	Existing Freem	59.00	1.00	-59	-1	-60	-43.2
	Zone 6 Subtotal					-59	-1	-60	-43.2
TOTAL						-104	-26	-130	-93.5

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Trip Generation Report

Forecast for Residential_AM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Santa Ana St	1.00	Residential	18.00	61.00	18	61	79	56.8
	Zone 1 Subtotal					18	61	79	56.8
2	South St Res	1.00	Residential	6.00	24.00	6	24	30	21.6
	Zone 2 Subtotal					6	24	30	21.6
5	South Street	1.00	Residential	32.00	128.00	32	128	160	115.1
	Zone 5 Subtotal					32	128	160	115.1
TOTAL						56	213	269	193.5

Trip Distribution Report

Percent Of Trips Project

Zone	To Gates 1	2	3	4	5	6
1	25.0	25.0	15.0	10.0	15.0	10.0
2	25.0	25.0	15.0	10.0	15.0	10.0
3	0.0	10.0	20.0	5.0	40.0	25.0
4	0.0	10.0	20.0	5.0	40.0	25.0
5	25.0	25.0	15.0	10.0	15.0	10.0
6	0.0	10.0	20.0	5.0	40.0	25.0

Turning Movement Report
Existing Freeman_AM + Residential_AM

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 Anaheim Blvd & Santa Ana St													
Base	32	504	35	42	871	34	57	208	89	66	182	40	2159
Added	0	22	-9	-15	-18	0	0	0	0	0	0	0	-20
Total	32	526	26	27	853	34	57	208	89	66	182	40	2139
#2 East St & Santa Ana St													
Base	33	341	31	61	718	37	96	174	87	62	122	77	1838
Added	5	15	11	0	1	0	5	5	28	-3	-6	0	61
Relate	0	3	0	0	-2	0	0	0	0	0	0	0	1
Total	38	359	42	61	717	37	101	179	115	59	116	77	1900
#3 Anaheim Blvd & South St													
Base	14	479	44	36	992	20	33	108	46	156	124	56	2109
Added	0	-9	-11	-18	0	0	0	0	0	14	0	22	-2
Relate	0	0	0	0	0	0	0	-2	0	0	2	0	0
Total	14	470	33	18	992	20	33	106	46	170	126	78	2107
#4 East St & South St													
Base	34	269	34	43	760	62	48	162	84	82	99	77	1753
Added	10	3	0	7	21	-2	26	30	57	0	0	1	153
Relate	0	-2	0	3	3	2	-2	0	0	0	0	-2	2
Total	44	270	34	53	784	62	72	192	141	82	99	76	1908
#5 State College Blvd & South St													
Base	72	831	18	15	1346	166	225	8	82	29	9	9	2811
Added	4	0	0	0	0	-3	11	0	26	0	0	0	38
Total	76	831	18	15	1346	163	236	8	108	29	9	9	2849
#6 East St & Ball Rd													
Base	0	0	0	452	0	414	171	1000	0	0	950	176	3163
Added	0	0	0	78	0	0	0	0	0	0	0	13	91
Total	0	0	0	530	0	414	171	1000	0	0	950	189	3254
#7 State College Blvd & Ball Rd													
Base	122	496	112	256	1050	257	223	842	331	268	865	88	4910
Added	11	4	0	13	13	0	0	38	40	0	3	1	123
Total	133	500	112	269	1063	257	223	880	371	268	868	89	5033
#8 Santa Ana Street Driveway													
Base	0	0	0	0	0	0	0	298	0	0	188	0	486
Added	0	0	38	0	0	0	0	0	-25	-2	0	0	11
Proj V	15	0	8	0	0	0	0	0	30	15	0	0	68
Total	15	0	46	0	0	0	0	298	5	13	188	0	565
#9 South Street West Driveway													
Base	0	0	0	0	0	0	0	349	0	0	238	0	587
Added	0	0	0	17	0	5	2	-30	0	0	31	5	30
Proj V	0	0	0	1	0	1	0	38	0	0	1	0	41
Total	0	0	0	18	0	6	2	357	0	0	270	5	658

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#10 South Street East Driveway													
Base	0	0	0	0	0	0	0	349	0	0	238	0	587
Added	0	0	0	96	0	31	-30	17	0	0	5	3	122
Proj V	0	0	0	0	0	1	38	1	0	0	0	21	61
Total	0	0	0	96	0	32	8	367	0	0	243	24	770

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS	Veh	V/ C	Future Del/ LOS	Veh	V/ C	Change in
# 1 Anaheim Blvd & Santa Ana St	B	xxxxx	0.627	B	xxxxx	0.621	-0.006 V/C
# 2 East St & Santa Ana St	A	xxxxx	0.526	A	xxxxx	0.549	+ 0.022 V/C
# 3 Anaheim Blvd & South St	A	xxxxx	0.583	A	xxxxx	0.591	+ 0.008 V/C
# 4 East St & South St	C	xxxxx	0.755	D	xxxxx	0.831	+ 0.076 V/C
# 5 State College Blvd & South St	B	xxxxx	0.672	B	xxxxx	0.699	+ 0.027 V/C
# 6 East St & Ball Rd	B	xxxxx	0.638	B	xxxxx	0.641	+ 0.003 V/C
# 7 State College Blvd & Ball Rd	C	xxxxx	0.737	C	xxxxx	0.758	+ 0.021 V/C
# 8 Santa Ana Street Driveway	A	7.2	0.000	B	10.9	0.062	+ 3.685 D/V
# 9 South Street West Driveway	A	0.0	0.000	B	12.6	0.040	+12.579 D/V
# 10 South Street East Driveway	A	7.2	0.000	B	14.7	0.217	+ 7.543 D/V

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Anaheim Blvd & Santa Ana St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: B

Street Name:	Anaheim Blvd						Santa Ana St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	31	494	34	41	854	33	56	204	87	65	178	39
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	32	504	35	42	871	34	57	208	89	66	182	40
Added Vol:	0	22	-9	-15	-18	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	526	26	27	853	34	57	208	89	66	182	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	34	570	28	29	925	37	62	226	96	72	197	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	570	28	29	925	37	62	226	96	72	197	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	570	28	29	925	37	62	226	96	72	197	43
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.92	0.08	0.16	0.59	0.25	0.23	0.63	0.14
Final Sat.:	1700	3242	158	1700	3271	129	274	999	426	392	1073	235
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.02	0.28	0.28	0.04	0.23	0.23	0.04	0.18	0.18
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 East St & Santa Ana St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	East St						Santa Ana St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0	1	0
Volume Module:												
Base Vol:	32	334	30	60	704	36	94	171	85	61	120	75
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	33	341	31	61	718	37	96	174	87	62	122	77
Added Vol:	5	15	11	0	1	0	5	5	28	-3	-6	0
Related Pro:	0	3	0	0	-2	0	0	0	0	0	0	0
Initial Fut:	38	359	42	61	717	37	101	179	115	59	116	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	42	396	46	68	792	41	111	198	127	65	128	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	396	46	68	792	41	111	198	127	65	128	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	396	46	68	792	41	111	198	127	65	128	84
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.79	0.21	1.00	1.90	0.10	1.00	0.61	0.39	1.00	0.60	0.40
Final Sat.:	1700	3047	353	1700	3234	166	1700	1037	663	1700	1026	674
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.04	0.24	0.24	0.07	0.19	0.19	0.04	0.13	0.13
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Anaheim Blvd & South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.591
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Anaheim Blvd						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1	0	1	0 1	1	0	1	0	1	0
Volume Module:												
Base Vol:	14	470	43	35	972	20	32	106	45	153	122	55
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	14	479	44	36	992	20	33	108	46	156	124	56
Added Vol:	0	-9	-11	-18	0	0	0	0	0	14	0	22
Related Pro:	0	0	0	0	0	0	0	-2	0	0	2	0
Initial Fut:	14	470	33	18	992	20	33	106	46	170	126	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	16	514	36	19	1082	22	36	116	50	186	138	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	514	36	19	1082	22	36	116	50	186	138	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	514	36	19	1082	22	36	116	50	186	138	85
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.96	0.04	1.00	0.70	0.30	1.00	0.62	0.38
Final Sat.:	1700	3178	222	1700	3331	69	1700	1187	513	1700	1051	649
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.01	0.32	0.32	0.02	0.10	0.10	0.11	0.13	0.13
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 East St & South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	D

Street Name:	East St						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	33	264	33	42	745	61	47	159	82	80	97	75
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	34	269	34	43	760	62	48	162	84	82	99	77
Added Vol:	10	3	0	7	21	-2	26	30	57	0	0	1
Related Pro:	0	-2	0	3	3	2	-2	0	0	0	0	-2
Initial Fut:	44	270	34	53	784	62	72	192	141	82	99	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	47	289	36	56	838	66	77	205	150	87	106	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	289	36	56	838	66	77	205	150	87	106	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	289	36	56	838	66	77	205	150	87	106	81
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.58	0.42	1.00	0.57	0.43
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	982	718	1700	964	736
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.02	0.03	0.49	0.04	0.05	0.21	0.21	0.05	0.11	0.11
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 State College Blvd & South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.699
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Street Name:	State College Blvd						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	71	815	18	15	1319	163	221	8	80	28	9	9
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	72	831	18	15	1346	166	225	8	82	29	9	9
Added Vol:	4	0	0	0	0	-3	11	0	26	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	831	18	15	1346	163	236	8	108	29	9	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	88	956	21	18	1547	188	272	9	124	33	11	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	956	21	18	1547	188	272	9	124	33	11	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	956	21	18	1547	188	272	9	124	33	11	11
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	1.00	2.68	0.32	0.67	0.02	0.31	0.61	0.20	0.19
Final Sat.:	1700	4990	110	1700	4548	552	1141	39	519	1035	333	333
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.01	0.34	0.34	0.16	0.24	0.24	0.02	0.03	0.03
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 East St & Ball Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	East St						Ball Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	0	1	0	3	0	0	0
Volume Module:												
Base Vol:	0	0	0	443	0	406	168	980	0	0	931	173
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	452	0	414	171	1000	0	0	950	176
Added Vol:	0	0	0	78	0	0	0	0	0	0	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	530	0	414	171	1000	0	0	950	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	551	0	431	178	1040	0	0	988	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	551	0	431	178	1040	0	0	988	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	551	0	431	178	1040	0	0	988	197
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.50	0.50
Final Sat.:	0	0	0	3400	0	1700	1700	5100	0	0	4252	848
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.25	0.10	0.20	0.00	0.00	0.23	0.23
Crit Moves:						****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 State College Blvd & Ball Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	C

Street Name:	State College Blvd						Ball Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	2	1	0	1	0
Volume Module:												
Base Vol:	120	486	110	251	1029	252	219	825	324	263	848	86
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	122	496	112	256	1050	257	223	842	331	268	865	88
Added Vol:	11	4	0	13	13	0	0	38	40	0	3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	500	112	269	1063	257	223	880	371	268	868	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	135	505	113	272	1073	260	226	888	374	271	877	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	505	113	272	1073	260	226	888	374	271	877	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	505	113	272	1073	260	226	888	374	271	877	90
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.42	0.58	1.00	2.11	0.89	1.00	2.72	0.28
Final Sat.:	3400	5100	1700	3400	4107	993	1700	3588	1512	1700	4627	473
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.07	0.08	0.26	0.26	0.13	0.25	0.25	0.16	0.19	0.19
Crit Moves:	****				****			****		****		

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Santa Ana Street Driveway

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[10.9]

Street Name:	Proj Driveway						Santa Ana St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	292	0	0	184	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	298	0	0	188	0
Added Vol:	0	0	38	0	0	0	0	0	-25	-2	0	0
Proj Vol:	15	0	8	0	0	0	0	0	30	15	0	0
Initial Fut:	15	0	46	0	0	0	0	298	5	13	188	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	0	46	0	0	0	0	298	5	13	188	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	0	46	0	0	0	0	298	5	13	188	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	514	514	300	537	517	188	xxxx	xxxx	xxxxx	303	xxxx	xxxxx
Potent Cap.:	524	467	744	458	465	859	xxxx	xxxx	xxxxx	1270	xxxx	xxxxx
Move Cap.:	520	462	744	426	461	859	xxxx	xxxx	xxxxx	1270	xxxx	xxxxx
Volume/Cap:	0.03	0.00	0.06	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	673	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.9			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 South Street West Driveway

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[12.6]

Street Name:	Proj Driveway						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	342	0	0	233	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	349	0	0	238	0
Added Vol:	0	0	0	17	0	5	2	-30	0	0	31	5
Proj Vol:	0	0	0	1	0	1	0	38	0	0	1	0
Initial Fut:	0	0	0	18	0	6	2	357	0	0	270	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	18	0	6	2	357	0	0	270	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	18	0	6	2	357	0	0	270	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	633	633	272	275	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	447	400	771	1300	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	446	399	771	1300	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	499	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.6	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:		xxxxxx			12.6			xxxxxx			xxxxxx	
ApproachLOS:		*			B			*			*	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 South Street East Driveway

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: B[14.7]

Street Name:	Proj Driveway						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	342	0	0	233	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	349	0	0	238	0
Added Vol:	0	0	0	96	0	31	-30	17	0	0	5	3
Proj Vol:	0	0	0	0	0	1	38	1	0	0	0	21
Initial Fut:	0	0	0	96	0	32	8	367	0	0	243	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	96	0	32	8	367	0	0	243	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	96	0	32	8	367	0	0	243	24
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	638	638	255	267	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	444	397	789	1309	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	442	395	789	1309	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.22	0.00	0.04	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR		RT	LT - LTR		RT	LT - LTR		RT	LT - LTR		RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	497	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	14.7	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			14.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Scenario Report

Scenario:	2019 NT+Proj_PM
Command:	2019 NT+Proj_PM
Volume:	OY WP PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Project_PM
Trip Distribution:	Project
Paths:	Default Path
Routes:	Default Route
Configuration:	2019 NT

Trip Generation Report

Forecast for Residential_PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Santa Ana St	1.00	Residential	62.00	38.00	62	38	100	43.7
	Zone 1 Subtotal					62	38	100	43.7
2	South St Res	1.00	Residential	21.00	13.00	21	13	34	14.8
	Zone 2 Subtotal					21	13	34	14.8
5	South Street	1.00	Residential	127.00	67.00	127	67	194	84.7
	Zone 5 Subtotal					127	67	194	84.7
TOTAL						210	118	328	143.2

Trip Generation Report

Forecast for Existing Freeman_PM

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
3	Existing Fre	-1.00	Existing Freem	0.00	13.00	0	-13	-13	-5.7
	Zone 3 Subtotal					0	-13	-13	-5.7
4	Existing Fre	-1.00	Existing Freem	0.00	40.00	0	-40	-40	-17.5
	Zone 4 Subtotal					0	-40	-40	-17.5
6	Existing Fre	-1.00	Existing Freem	3.00	43.00	-3	-43	-46	-20.1
	Zone 6 Subtotal					-3	-43	-46	-20.1
TOTAL						-3	-96	-99	-43.2

Trip Distribution Report

Percent Of Trips Project

Zone	To Gates 1	2	3	4	5	6
1	25.0	25.0	15.0	10.0	15.0	10.0
2	25.0	25.0	15.0	10.0	15.0	10.0
3	0.0	10.0	20.0	5.0	40.0	25.0
4	0.0	10.0	20.0	5.0	40.0	25.0
5	25.0	25.0	15.0	10.0	15.0	10.0
6	0.0	10.0	20.0	5.0	40.0	25.0

Turning Movement Report
Residential_PM + Existing Freeman_PM

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 Anaheim Blvd & Santa Ana St													
Base	73	1080	49	66	729	55	47	174	43	50	225	55	2648
Added	0	-10	6	9	21	0	0	0	0	-6	0	-10	10
Total	73	1070	55	75	750	55	47	174	43	44	225	45	2658
#2 East St & Santa Ana St													
Base	51	660	39	94	451	45	61	136	33	36	191	71	1867
Added	31	5	0	0	15	6	2	-2	15	11	9	0	92
Relate	0	-4	0	0	1	0	0	0	0	0	0	0	-3
Total	82	661	39	94	467	51	63	134	48	47	200	71	1956
#3 Anaheim Blvd & South St													
Base	49	1055	92	61	725	26	18	140	31	123	175	54	2549
Added	0	6	14	21	-6	0	0	0	0	-6	0	-10	19
Relate	0	0	0	0	0	0	0	2	0	0	-5	0	-3
Total	49	1061	106	82	719	26	18	142	31	117	170	44	2565
#4 East St & South St													
Base	67	633	60	64	400	50	44	134	39	28	194	62	1775
Added	55	23	0	4	11	25	6	9	26	0	29	8	196
Relate	0	2	0	-4	-4	-5	2	0	0	0	0	1	-8
Total	122	658	60	64	407	70	52	143	65	28	223	71	1963
#5 State College Blvd & South St													
Base	131	1218	60	19	834	212	153	21	44	32	27	14	2765
Added	26	0	0	0	0	11	0	0	12	0	0	0	49
Total	157	1218	60	19	834	223	153	21	56	32	27	14	2814
#6 East St & Ball Rd													
Base	0	0	0	308	0	301	354	1188	0	0	1107	347	3605
Added	0	0	0	37	0	0	0	0	0	0	0	79	116
Total	0	0	0	345	0	301	354	1188	0	0	1107	426	3721
#7 State College Blvd & Ball Rd													
Base	308	988	174	261	474	154	247	1084	167	88	991	195	5132
Added	39	13	0	5	7	0	0	15	22	0	39	13	153
Total	347	1001	174	266	481	154	247	1099	189	88	1030	208	5285
#8 Santa Ana Street Driveway													
Base	0	0	0	0	0	0	0	220	0	0	240	0	460
Added	-17	0	15	0	0	0	0	0	16	47	0	0	61
Proj V	26	0	14	0	0	0	0	0	0	0	0	0	40
Total	9	0	29	0	0	0	0	220	16	47	240	0	561
#9 South Street West Driveway													
Base	0	0	0	0	0	0	0	246	0	0	310	0	556
Added	0	0	0	5	0	-5	5	30	0	0	-11	16	40
Proj V	0	0	0	4	0	9	0	2	0	0	28	0	43
Total	0	0	0	9	0	4	5	278	0	0	327	16	639

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#10 South Street East Driveway													
Base	0	0	0	0	0	0	0	246	0	0	310	0	556
Added	0	0	0	35	0	-11	30	5	0	0	16	94	169
Proj V	0	0	0	15	0	28	2	5	0	0	0	1	51
Total	0	0	0	50	0	17	32	256	0	0	326	95	776

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Anaheim Blvd & Santa Ana St	B	xxxxx	0.671	B	xxxxx	0.666	-0.006 V/C
# 2 East St & Santa Ana St	A	xxxxx	0.542	A	xxxxx	0.549	+ 0.007 V/C
# 3 Anaheim Blvd & South St	B	xxxxx	0.645	B	xxxxx	0.663	+ 0.017 V/C
# 4 East St & South St	B	xxxxx	0.660	C	xxxxx	0.703	+ 0.043 V/C
# 5 State College Blvd & South St	A	xxxxx	0.506	A	xxxxx	0.532	+ 0.026 V/C
# 6 East St & Ball Rd	C	xxxxx	0.750	C	xxxxx	0.766	+ 0.016 V/C
# 7 State College Blvd & Ball Rd	C	xxxxx	0.738	C	xxxxx	0.753	+ 0.015 V/C
# 8 Santa Ana Street Driveway	A	0.0	0.000	B	10.4	0.036	+10.447 D/V
# 9 South Street West Driveway	A	0.0	0.000	B	12.3	0.020	+12.261 D/V
# 10 South Street East Driveway	A	7.2	0.000	B	14.4	0.124	+ 7.211 D/V

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Anaheim Blvd & Santa Ana St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 5 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: B

Street Name:	Anaheim Blvd						Santa Ana St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	72	1059	48	65	715	54	46	171	42	49	221	54
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	73	1080	49	66	729	55	47	174	43	50	225	55
Added Vol:	0	-10	6	9	21	0	0	0	0	-6	0	-10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	1070	55	75	750	55	47	174	43	44	225	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	77	1121	58	79	786	58	49	183	45	46	236	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1121	58	79	786	58	49	183	45	46	236	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	1121	58	79	786	58	49	183	45	46	236	47
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.86	0.14	0.18	0.66	0.16	0.14	0.72	0.14
Final Sat.:	1700	3234	166	1700	3167	233	302	1122	276	238	1219	244
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.35	0.05	0.25	0.25	0.03	0.16	0.16	0.03	0.19	0.19
Crit Moves:		****			****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 East St & Santa Ana St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	East St						Santa Ana St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	50	647	38	92	442	44	60	133	32	35	187	70
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	51	660	39	94	451	45	61	136	33	36	191	71
Added Vol:	31	5	0	0	15	6	2	-2	15	11	9	0
Related Pro:	0	-4	0	0	1	0	0	0	0	0	0	0
Initial Fut:	82	661	39	94	467	51	63	134	48	47	200	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	89	721	42	102	509	55	69	146	52	51	218	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	721	42	102	509	55	69	146	52	51	218	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	721	42	102	509	55	69	146	52	51	218	78
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.80	0.20	1.00	0.74	0.26	1.00	0.74	0.26
Final Sat.:	1700	3212	188	1700	3066	334	1700	1253	447	1700	1252	448
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.06	0.17	0.17	0.04	0.12	0.12	0.03	0.17	0.17
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Anaheim Blvd & South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.663
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Anaheim Blvd						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	48	1034	90	60	711	25	18	137	30	121	172	53
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	49	1055	92	61	725	26	18	140	31	123	175	54
Added Vol:	0	6	14	21	-6	0	0	0	0	-6	0	-10
Related Pro:	0	0	0	0	0	0	0	2	0	0	-5	0
Initial Fut:	49	1061	106	82	719	26	18	142	31	117	170	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	53	1157	115	90	784	28	20	155	33	128	186	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1157	115	90	784	28	20	155	33	128	186	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	1157	115	90	784	28	20	155	33	128	186	48
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.82	0.18	1.00	1.93	0.07	1.00	0.82	0.18	1.00	0.79	0.21
Final Sat.:	1700	3092	308	1700	3284	116	1700	1398	302	1700	1351	349
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.37	0.05	0.24	0.24	0.01	0.11	0.11	0.08	0.14	0.14
Crit Moves:		****		****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 East St & South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.703
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	C

Street Name:	East St									South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	0	1	0	1	0	0	1	0
Volume Module:																				
Base Vol:	66	621	59	63	392	49	43	131	38	27	190	61
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	67	633	60	64	400	50	44	134	39	28	194	62
Added Vol:	55	23	0	4	11	25	6	9	26	0	29	8
Related Pro:	0	2	0	-4	-4	-5	2	0	0	0	0	1
Initial Fut:	122	658	60	64	407	70	52	143	65	28	223	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	127	684	63	67	423	73	54	148	67	29	232	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	684	63	67	423	73	54	148	67	29	232	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	684	63	67	423	73	54	148	67	29	232	74
Saturation Flow Module:																				
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.69	0.31	1.00	0.76	0.24
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	1169	531	1700	1288	412
Capacity Analysis Module:																				
Vol/Sat:	0.07	0.40	0.04	0.04	0.25	0.04	0.03	0.13	0.13	0.02	0.18	0.18
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 State College Blvd & South St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.532
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	State College Blvd									South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	128	1194	59	19	818	208	150	21	43	31	26	14
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	131	1218	60	19	834	212	153	21	44	32	27	14
Added Vol:	26	0	0	0	0	11	0	0	12	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	1218	60	19	834	223	153	21	56	32	27	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	166	1294	64	21	887	237	163	23	59	34	28	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1294	64	21	887	237	163	23	59	34	28	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	166	1294	64	21	887	237	163	23	59	34	28	15
Saturation Flow Module:																				
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.86	0.14	1.00	2.37	0.63	0.67	0.09	0.24	0.44	0.36	0.20
Final Sat.:	1700	4860	240	1700	4024	1076	1130	158	412	742	623	335
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.27	0.27	0.01	0.22	0.22	0.10	0.14	0.14	0.02	0.05	0.05
Crit Moves:	****				****				****			****								

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 East St & Ball Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Street Name:	East St						Ball Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	0	1	0	3	0	0	0
Volume Module:												
Base Vol:	0	0	0	302	0	295	347	1165	0	0	1085	340
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	308	0	301	354	1188	0	0	1107	347
Added Vol:	0	0	0	37	0	0	0	0	0	0	0	79
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	345	0	301	354	1188	0	0	1107	426
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	0	0	0	360	0	314	369	1241	0	0	1155	445
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	360	0	314	369	1241	0	0	1155	445
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	360	0	314	369	1241	0	0	1155	445
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	2.17	0.83
Final Sat.:	0	0	0	3400	0	1700	1700	5100	0	0	3683	1417
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.18	0.22	0.24	0.00	0.00	0.31	0.31
Crit Moves:						****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 State College Blvd & Ball Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	C

Street Name:	State College Blvd						Ball Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	2	1	0	1	0
Volume Module:												
Base Vol:	302	969	171	256	465	151	242	1063	164	86	971	191
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	308	988	174	261	474	154	247	1084	167	88	991	195
Added Vol:	39	13	0	5	7	0	0	15	22	0	39	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	347	1001	174	266	481	154	247	1099	189	88	1030	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	368	1063	185	283	511	164	262	1167	201	93	1093	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	1063	185	283	511	164	262	1167	201	93	1093	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	368	1063	185	283	511	164	262	1167	201	93	1093	221
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.27	0.73	1.00	2.56	0.44	1.00	2.50	0.50
Final Sat.:	3400	5100	1700	3400	3864	1236	1700	4351	749	1700	4243	857
Capacity Analysis Module:												
Vol/Sat:	0.11	0.21	0.11	0.08	0.13	0.13	0.15	0.27	0.27	0.05	0.26	0.26
Crit Moves:		****		****			****				****	

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #8 Santa Ana Street Driveway

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: B[10.4]

Street Name:	Proj Driveway						Santa Ana St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	0 1	0	0 1	0 0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	216	0	0	235	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	220	0	0	240	0
Added Vol:	-17	0	15	0	0	0	0	0	16	47	0	0
Proj Vol:	26	0	14	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	29	0	0	0	0	220	16	47	240	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	0	29	0	0	0	0	220	16	47	240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	0	29	0	0	0	0	220	16	47	240	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	562	562	228	577	570	240	xxxx	xxxx	xxxxx	236	xxxx	xxxxx
Potent Cap.:	492	439	816	431	434	804	xxxx	xxxx	xxxxx	1343	xxxx	xxxxx
Move Cap.:	478	423	816	404	418	804	xxxx	xxxx	xxxxx	1343	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.04	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	699	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		10.4			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		B			*			*			*	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #9 South Street West Driveway

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[12.3]

Street Name:	Proj Driveway						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0 0	0	0 0	1! 0	0	0 1	0 0	0	0 0	0 1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	241	0	0	304	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	246	0	0	310	0
Added Vol:	0	0	0	5	0	-5	5	30	0	0	-11	16
Proj Vol:	0	0	0	4	0	9	0	2	0	0	28	0
Initial Fut:	0	0	0	9	0	4	5	278	0	0	327	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	9	0	4	5	278	0	0	327	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	9	0	4	5	278	0	0	327	16
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	623	623	335	343	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	453	405	711	1227	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	452	403	711	1227	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.01	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	509	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.3	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:		xxxxxx			12.3			xxxxxx			xxxxxx	
ApproachLOS:		*			B			*			*	

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #10 South Street East Driveway

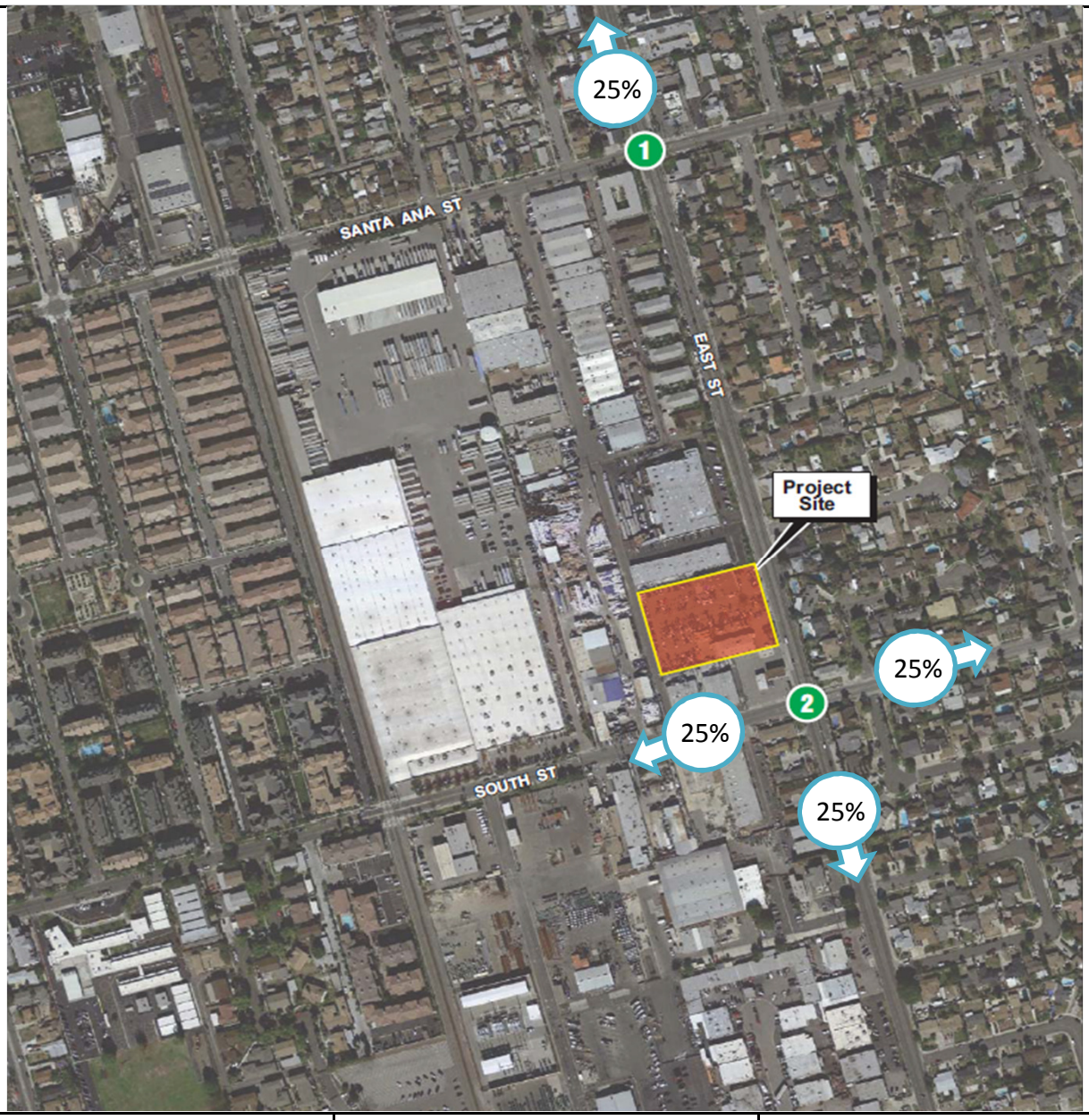
Average Delay (sec/veh): 1.6 Worst Case Level Of Service: B[14.4]

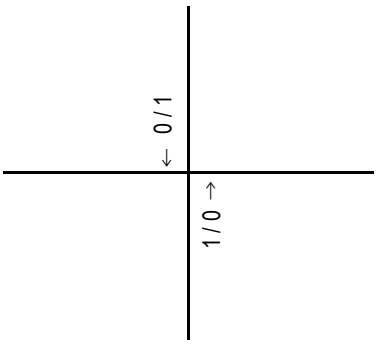
Street Name:	Proj Driveway						South St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			0 0 1! 0 0			0 1 0 0 0			0 0 0 1 0		
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	241	0	0	304	0
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	0	0	0	0	246	0	0	310	0
Added Vol:	0	0	0	35	0	-11	30	5	0	0	16	94
Proj Vol:	0	0	0	15	0	28	2	5	0	0	0	1
Initial Fut:	0	0	0	50	0	17	32	256	0	0	326	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	50	0	17	32	256	0	0	326	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	50	0	17	32	256	0	0	326	95
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	693	693	374	421	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	412	369	677	1149	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	403	359	677	1149	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.12	0.00	0.03	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	449	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	14.4	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			14.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

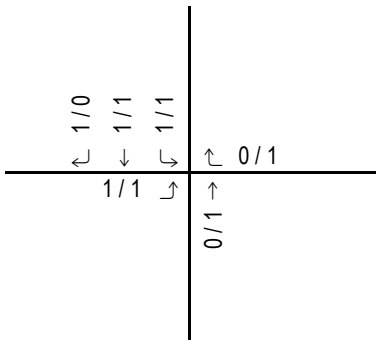
APPENDIX C

CUMULATIVE PROJECTS INFORMATION





1 East Street/Santa Ana Street



2 East Street/South Street

LSA

FIGURE 6

XXX / YYY AM / PM Volume

Trip Distribution Percentage

East and South Street

Project Trip Distribution and Assignment